AN

ESSAY

ON THE

NAVY,

OR

England's Advantage and Safety, prov'd Dependant on a Formidable and well-Disciplined Navy; and the Encreaſe and Encouragement of Seamen.

In Two PARTS.

PART I. Demonſtrating the Neceſſity of a Formidable Navy, what our *Naval Force* is, in Number of Ships, their Names, Rates, Men, and Guns, the Method of Manning the Navy; the Seamen's Treatment, and manner of Payment, and therein divers Hardſhips that they ſuffer; the Prejudice accrueing to the Government, (and Nation in general) thereby; as well as by the late manner of Impreſſing; the Inconveniencies thereof demonſtrated, *&c.*

PART II. Containing an humble Propoſal for removing the aforeſaid Grievances; and giving due Encouragement to the Seamen: effectually Manning the Navy at all times, in few Days, and thereby ſaving to the Government Three or Four Hundred Thouſand Pounds *per Annum* in time of War, and be no Charge, but rather ſave Monies in time of Peace: With a brief touch on *Greenwich* Hoſpital, for Encreaſing the Revenues thereof.

By the Author of the ***SEAMEN'S CASE.***

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MVSEVM
BRITAN
NICVM

TO HIS

Excellency the moſt Noble

THOMAS

Earl of *Pembroke* and *Montgomery*, &c.

Lord High Admiral of *England*, *Ireland*, &c.

And Knight of the moſt Noble Order of the Garter.

Right Excellent SIR,

OUR *Gracious Soveraign, having in Princely Wiſdom, made Choice of your Excellency, as moſt worthy of the great Truſt, Care, and General Command of His Royal Navy, to the intire Satisfaction of the Nation in general, who cannot doubt; but (by the Bleſſing of God on your Excellencies Wiſdom in Governing, Prudence in Regulating, and Proweſs in Commanding the moſt Noble and Formidable Navy in the World) in ſhort Time to find their moſt Potent Enemies Conquered, their Inſolencies Curb'd, their Incroaching Deſigns Prevented, their Haughty and Tyrannick Spirits Subdued, and themſelves Obliged to Seek Peace, and Accept Laws, from the Moſt Gracious of Kings, and Juſt of Princes. The Author, that he may Contribute his ſmall Mite, hath Humbly Preſumed to Pray Your Excellencies Favour in Patronizing, and Patience in Peruſing the Enſuing Treatiſe; (the which tho by the Meaneſs of his Capacity, and Imperfection of the Work, is rendered unworthy of either; yet!) being (a Subject that may deſervingly employ the moſt Noble Mind, viz.) an Eſſay, for*

Rendering

Rendering the Royal Navy more ſerviceable (and leſs chargeable) to the Nation, more formidable and terrible to its Enemies, and the removing the Seamen's Hardſhips and Grievances in general. The Author therefore hopes your Excellency will find therein ſome Things worthy both your own Conſideration, and alſo of the Great Council of the Nation.

That our moſt Gracious Soveraign, may long ſway his Scepter in Peace over theſe Kingdoms, your Excellency be attended with Succeſs, Victory and Laſting Glory, the Nations Enemies both Foreign and Domeſtick ſubdued, and all their Ambitious Deſigns defeated, and our Land bleſt with laſting Peace and Tranquillity, is the ſincere and hearty Deſire of,

Your Excellencies

Moſt Humble

And Devoted Servant,

JOHN DENNIS.

INTRODUCTION.

THE more difficult it appears to raiſe Monies, to diſcharge the Publick Debts, and defray the preſent Expence, the more acceptable to every candid and prudent Perſon muſt needs be every juſt and reaſonable Propoſal to leſſen the publick Charge, ſave the Nations Wealth, and alſo preſerve its Peace, Tranquility and Honour, both at Home and Abroad, which is intended by the enſuing Treatiſe; the Subject whereof is the Royal Navy of *England* conſider'd in its preſent State, Diſcipline and Charge.

As the Royal Navy and Seamen of theſe Realms are of abſolute neceſſity for the Glory, Defence and enriching the ſame, ſo the rendering them more uſeful and leſs chargeable, than at preſent they are, is a Concern of the higheſt Importance, and a Subject worthy to employ the moſt noble and judicious Mind and Pen for effecting the ſame; and foraſmuch as the Means and Methods hitherto put in practice have failed of the great end deſigned (I mean the engaging Perſons to ſerve in the Ships of War) and thoſe whoſe knowledg and underſtanding in the Naval Affairs, and large ſhare in the Government of the ſame, having manifold advantages that attend their Poſts and Truſt, and might with great eaſe further (I may ſay) perfect ſo good a Work: Yet not hearing that any have hitherto undertaken the ſame, in Duty and Allegiance to His Majeſty, and Love to my Countrey, and conſidering how uſeful and advantagious to the Publick the Regulation of the Navy will be, and how far the preſent as well as future Tranquility and Safety of theſe Nations depends thereon (notwithſtanding the many Difficulties that preſent themſelves as well from the Work, as the meanneſs of my Capacity for ſo great an Undertaking, the Loſs, Diſcouragements and Miſrepreſentations that attended my former Endeavours) have adventured to publiſh the enſuing Treatiſe: the deſign whereof, is not ſo much to prove by Argument, or otherwiſe, the neceſſity of regulating the Navy, as well in the Diſcipline as the Charge thereof (that being a general Grievance, and almoſt univerſal Complaint) as to propoſe ſome ſuteable and proper Remedies for the ſame. The method intended to make this the more plain and intelligible, is to ſhew briefly the neceſſity of a Formidable Navy, the preſent State of the ſame, for number of Ships,

their Names, Rates, Force, number of Officers and Seamen required to Mann them, the Diſcipline of the Navy in procuring Men for the Service, their Wages, Allowance, Treatment, and manner of Payment, and by what means the Seamen are ſo much diſguſted at the Service, the evil Conſequences thereof, by the great and unneceſſary Expence, delatory way of Equipment and Manning the Navy, and other Diſadvantages that attend the ſame. Wherein ſhall endeavour to avoid all perſonal Reflection, or publiſhing to the World the Hardſhips our Seamen endured in the late War, ſave only ſome few Inſtances (of many Thouſands which might be given) for Information. And Laſtly, to demonſtrate the facility of performing, and advantage that will attend the Method propoſed for an effectual Remedy thereof; And humbly ſubmit the ſame to the Conſideration of His Majeſty, and both Houſes of Parliament.

SECT. I.

Shewing the Neceſſity of a Potent and Formidable Army.

THat a Naval Force is neceſſary, we may learn from the ſituation of theſe Kingdoms, which Providence hath ſo diſpos'd, that without the benefit of Navigation, we ſhould not only loſe the unſpeakable Advantage that accrues by the Exportation of our Woollen Manufactures, and other Merchandizes of the growth and produce of theſe Kingdoms, but alſo be utterly depriv'd of all Correſpondence and Communication with our neighbour Nations, and alſo with our numerous Colonies and Plantations abroad, whoſe ſole dependence for protection and ſupply, is on theſe Kingdoms; the which if interrupted by Foreign Force, would not only reduce them to Hardſhips and Neceſſity, but alſo expoſe them, as well as theſe Lands, to the Inſults of every Enemy, and cauſe them to become a Prey, and to ſubmit to the Yoak of every proud Invader.

This will further appear, if we conſider the Honour and Renown particularly applicable to the Engliſh Nation, the which as it was gained, ſo it muſt be maintained by the Strength, Valour and Proweſs of our Forces by Sea, and that cannot be without a ſufficient and well diſciplin'd Navy, which muſt be formidable, by reaſon our Neighbours (*France* eſpecially) within theſe few years by prudent precaution and good management, in breeding up, exerciſing and well diſciplining Mariners for their Service, are become ſo potent, that in the late War which continued near 10 years, notwithſtanding the Aſ-

ſiſtance

ſiſtance of our powerful Ally (the *Hollander*) our Merchandize was much interrupted, our Loſſes many, whole Squadrons ſeveral times defeated, *viz. The* Weſt-India *Fleet under Convoy of the* Norwich, *and other Men of War, The* Straights *Fleet and Squadron under Sir* George Rook, *&c.* Great part of the grand Fleet put to flight, and chas'd into our own Harbours, *viz. The Earl of* Torrington, *joined with a Squadron of* Dutch, *after the loſs of ſeveral Ships was purſu'd into the* Downs, *and in danger of being deſtroy'd.* Our Land threaten'd with Invaſion, *viz. The intended Deſcent from* Dunkirk, Calais, *&c.* and this by the Power of *France* alone, when at War with moſt Princes of *Europe.* And if we conſider his preſent Alliance and Conjunction with, or rather abſolute Government over the extenſive and rich Dominions of *Spain*, it too evidently demonſtrates what we muſt expect from thoſe united Powers, if not prevented by a ſpeedy, prudent and effectual regulation of our Navy, and encreaſing and encouraging our Seamen, which in appearance is the only reaſonable and probable means to put a ſtop and curb to the growing Power, and ambitious Deſigns and Incroachments of that potent and politick Prince, who already ſeems to diſpiſe the whole Power of *Europe.* The Conſideration whereof I hope will put to ſilence thoſe, that would by undervaluing our Enemies, and overpriſing our own Strength and Naval Diſcipline, obſtruct a work deſigned not only for the preſent advantage of the Nation, in ſaving much more Money in few years in caſe of a War, than the *Q*'s and *R*'s would do in many (the which at the beſt is but ſaved from the Poor; many of whom are ready to periſh) and would alſo for ever remove thoſe Hardſhips, which of late have render'd His Majeſty's Service grievous to the Seamen, and very burthenſome to the Nation in general. But more particularly to this hereafter.

SECT. II.

Deſcribing the Royal Navy, their Names, Rates, Number of Ships, and alſo the Number of Cannon, with which they are mounted in time of War.

OUR Royal Navy, as by this Table, being according to the beſt Account I can at preſent have, conſiſts of 180 Fighting Ships, including thoſe of the 5th and 6th Rate (beſides 11 Fire-Ships, 13 Bomb-Veſſels, and about 70 Sail of Sloops, Yatchts, Store-Ships, and other ſmall Veſſels. But in caſe of fixed Battles or Sea-

Fights the 5th and 6th Rate Ships are ſeldom uſed in the Line of Battle, and are indeed more ſerviceable for Convoys, Cruiſers, and the like Services. This Royal Navy, as well Strangers as our own Nation, for Number of Ships, their Burthen, Force, Compleatneſs of Building, and Excellency of Sailing in general, have deſervedly eſteemed to excel all others in the World: The Cannon wherewith they are mounted in time of War, are in Number near 10000 Braſs and Iron, and are for Nature and Make according to the former Diſpoſition and Manner of our Mariner's Fighting (whoſe Cuſtom was to fight Board and Board, Yard-Arm and Yard-Arm, Through and Through, as they termed it, and not at a diſtance in a Line, and the like, which Practice till of late our Seniors ſay they were Strangers to,) they are therefore much ſhorter and of larger Boar than the French, with whom to fight at a diſtance is very diſadvantageous, as has been obſerved in ſeveral Fights of late, their Balls or Bullets flying over our Ships, before ours could reach them by a Mile (but this by Information) and ſuppoſing it Fact, it muſt needs be diſadvantageous to fight at a diſtance with an Enemy, whoſe Arms and Weapons are longer than our own.

SECT. III.

Shewing the Number of Commiſſion, Warrant, and Petty Officers, and able and ordinary Seamen, requiſite to Mann the whole Navy in time of War.

IT'S to be conſidered, the Strength of the Navy conſiſts not in the Ships only, but as they are well equipt and manned with ſober, judicious, experienc'd and courageous Commanders and Officers, with a ſufficient Number of able Seamen, both for defending themſelves and offending the Enemy; and in caſe we fail here, ruin muſt enevitably enſue; for if by the Ignorance, Cowardize, or Diſaffection of the Commander, (*viz.* as the Captains of the *Diamond*, *Jerſey*, and *New Portſmouth*, *&c.*) or for want of a ſufficient Number of able Seamen, the Ships become defenſeleſs, they will then inſtead of being Walls and Bullwarks to defend, prove as ſo many deſerted and ſtrong Fortreſſes to annoy (I may ſay deſtroy) us. Our Anceſtors therefore did prudently take the utmoſt Care to imploy and prefer in the Navy ſuch ſober, brave, and judicious Commanders and Officers as had ſignalized themſelves both by Courage and Conduct, as well in Merchant-Men as Men of War on all occcaſions

occaſions (an Example well worthy imitation) but to aſſert how far this Method was either practis'd or neglected in the late War, being in a great Meaſure a Stranger to the Merits of the Gentlemen imployed, I ſhall rather forbear to mention than take common Fame or Report for my Author, and ſubmit it to the Nation's Experience to determine.

The Officers imployed are Admirals, Vice Admirals, Rear Admirals, Commanders in chief, Captains and Lieutenants, all appointed by Commiſſions from the Lord High Admiral of *England*, *Ireland*, *&c.* or Lords Commiſſioners for Executing that Office: (and of thoſe ſome tell us, there are always two, or more, waiting for one Commiſſion) their Pay and Encouragement is according to the Honour of their Poſt and Truſt, ſo conſiderable, that Noble-men of our own Nation, as well as thoſe of others, have gladly embraced the ſaid Imployments.

The Flag-Officers, or Admirals, (that are now in command) are, Admiral of the Red, and Commander in Chief of the Fleet) the Right Honourable Sir *George Rook*. Vice Admiral None. Rear Admiral Capt. *Benbow*. Admiral of the Blew, the Right Honourable Sir *Cloudſley Shouell*. Vice Admiral, Col. *Hopſonn*. Rear Admiral, Capt. *Munden*. There being no White Squadron at Sea, the Flags in Half-pay, as I am inform'd, are the Right Honourable the Marquiſs of *Carmarthen*, Admiral *Killigrew*, and Sir *Ralph Dallivall*.

Beſides theſe Flag-Officers, there is to every Firſt, Second, Third, Fourth and Fifth Rate Ship a Captain, and one or more Lieutenants, according to their Rates, as by the Table *(Pag. 3.)* appears. The Commanders of the Sixth Rates are for the moſt part only Maſters and Commanders, and not Captains, and are not entituled to Half-pay; but all thoſe are alſo appointed, and have their Commiſſions and Warrants from the Lord High Admiral, or Lords Commiſſioners for executing that Office. The number of the Captains entituled to Half-pay, appears by the ſaid Eſtabliſhment to be 195, beſides ſome that were ſuſpended and have of late gotten their Suſpenſion off, and about 40 Commanders that have commanded Sixth Rate Frigots, Bomb Veſſels, and the like, that do not take Poſt, neither are accounted in the ſaid Number. Under thoſe Captains there are Lieutenants, Maſters, Gunners, Boatſwains and Carpenters, with other Warrant and Petty Officers, according to the Rates of the Ships, as appears by the ſaid Table, who with the Officers Servants, ordinary Seamen, Gromets, (or well grown Lads) and Boys, were always accounted in the late War (taking the Navy through) to be near two thirds of

their

their Complement: So that if 40000 Men be required to man the Navy, (according to the eſtimate given the Honourable Houſe of Commons the 4th of *November* 96) and two thirds of thoſe, *viz.* 26666, are Officers, and Officers Servants, ordinary Seamen, Landmen, Gromets, and Boys, the other third, *viz.* 13334, able Seamen, beſides Officers, are as many as were at any time employ'd in the Navy, during the late War; and 16 or 18 Thouſand Seamen, are by many Commanders judg'd ſufficient effectually to navigate and fight the ſame.

SECT. IV.

Deſcribing the Methods uſed to Man the Navy, and the Reaſons of the Seamens backwardneſs to enter into the Service.

AS for the Warrant and many petty Officers, they generally entring voluntarily for the benefit of the ſaid Employments, I ſhall conſider the manner of procuring the common (able and ordinary) Seamen, under which Titles all able bodied Landmen are included, which is thus.

Firſt by inviting them by Proclamation, beat of Drum, and other publick Notice, to enter into the Service, with a promiſe of Gratuity, or Rewatd, to ſuch Mariners and able bodied Landmen as enter'd themſelves by a certain prefixed time; which Gratuity has ſometimes been Three Pounds Nine Shillings to every able Seaman, as well Maſters, Mates, and all petty Officers, as others, and to every ordinary Seaman, and able bodied Landman, Two Pound Fourteen Shillings; which Gratuity, with His Majeſty's allowance of Wages and Proviſions, is ſufficient to engage Men to deſire and covet His Majeſty's Service. Nevertheleſs Experience informs us, that moſt part of thoſe that enter themſelves are Mates and Midſhipmen, and ſuch as expect other Offices and Imployments, which Imployments alone would engage them to enter themſelves if no ſuch Bounty were given, ſo that the Bounty given anſwers not the end intended by it, few common able Seamen entering themſelves for the ſame. The Reaſons whereof will appear by what enſues.

In the beginning of the late War ſeveral hundreds enter'd themſelves Volunteers in the Service, and marched chearfully many Miles by Land to ſerve their King and Country, but this continued not long, for inſtead thereof they became averſe to the Service, and as many thouſands deſerted from it, abſconded, and hid themſelves till the Fleet has been manned and put to Sea (which has been for great part

part of the Year) and ſo became uſeleſs and a Burthen to the Nation, by reducing their Families to Poverty, and becoming chargeable to the Places where they inhabited: Wherefore it will not be amiſs to enquire into the Reaſons and Occaſions thereof. Firſt, Is not the Danger of Battle and Seamen's Cowardize one Reaſon why they avoid the Service? To this I anſwer negatively: They never being ſo much as charged with Cowardize or Backwardneſs to engage the Enemy when commanded to fight; but on the contrary have often provoked their Commanders to it, and ready to tare their Hair, when through the Cowardize or Backwardneſs of their Commanders they have been kept from engaging, and ſo loſt their Purchaſe. For Inſtance, *not only the Ships aforeſaid, but alſo the Captain of the* Tyger, *and divers others have by Cowardize loſt many Prizes which they might have taken.* But the Reaſons the Seamen give, are chiefly the Evil Treatment, and other Hardſhips they endured in the Service; and thoſe principally complain'd of are,

1. The Captains promiſing thoſe that enter, that they ſhall be preferred to conſiderable Employments, as Maſters Mates, Midſhipmen, and the like, of which there is no performance.
2. Their unkind, and (if I may ſay as they do) cruel Treatment, when on Board.
3. The turning them over from Ship to Ship, contrary to Publication, and the diſadvantage that accrues thereby.
4. Keeping them many years out of their Wages.
5. The uncertain and intricate manner of Payments.
6. Querying them.
7. Making them Run, with many other Hardſhips of the like nature.

Firſt, That the Captains have promiſed thoſe that have thus enter'd themſelves, that they ſhould be Maſters Mates, Midſhipmen, and the like, and accordingly they have acted as ſuch, and officiated the ſaid Offices, but at the payment of the Ships the Captains Cooks, Stewards, Servants, and other Favourites have receiv'd the Wages, and reap'd the benefit of the ſaid Employments, to the great Diſcouragement of able and ingenious Mariners: And though Multitudes of Inſtances might be given, I ſhall for brevity ſake trouble the Reader with one Inſtance only for Proof thereof. The which as it has been related, is,

One *Anthony Sollet* of *Scarbrough* (who had for ſeveral years been Mate of Colliers) about the year 92, in Compliance with the deſire of a Member of Parliament, and Magiſtrates of that Town, and upon the promiſe of being made a Maſters Mate of the Ship, for which

which he enter'd, did encourage 50 Seamen more to enter with him for His Majeſty's Service, (16 of which were promis'd Midſhipmens, Quartermaſters, and other Petty Offices and Imployments,) and accordingly went on Board a Preſs-Veſſel appointed to receive them, and ſailed to *New-caſtle*, where the Veſſel was laden with Coals; and thoſe Volunteers were lent by the Lieutenant to ſeveral Maſters of Colliers at 5 *l.* each to bring their Ships to *London*; and when they arrived at the *Noure*, inſtead of being put on Board the reſpective Ships for which they enter'd themſelves, they were brought up to *Greenwich*, and confined on Board the ſaid Veſſel: Whereupon the ſaid *Anthony Sollet* having an opportunity leaped over-Board, and ſwam aſhore, and in that Condition went to *Weſtminſter* to the Member that encouraged them to enter themſelves, and acquainted him therewith, who informed the Flag (under whom the Lieuetenant ſerv'd) thereof, and the Lieutenant, with all the other Volunteers were immediately ſent for; and the Men complaining, that the Lieutenant would not give them any part of the Monies earned by them; the Flag ordered them one half, *viz.* 50 *s.* each, and allow'd the Lieuetenant the other half, which the Men accepted, remembring the Old Proverb, (*That half a Loaf is better than no Bread*;) but as to the Offices and Imployments promis'd, not one of the 50 had any more than common Seamen's Wages: The ſaid *Sollet* indeed had the Honour to officiate as Midſhipman under the Flag, and ſhould have received 45 Shillings *per* Month for the ſame, but was paid off with 23 *s. per* Month, able Seamen's Pay; and when diſcharg'd from the Service, himſelf, with ſuch others as remain'd alive and were diſcharg'd, return'd home to give the Town an account of their kind Treatment, for a future Incouragement to others to enter themſelves.

The Second Complaint, is their Treatment on Board.

Firſt, Of the new invented Names wherewith ſome of their Commanders and Officers conſtantly call them, *viz. Sons of Eternal Whores, Bloods of Eternal Bitches, &c.* And as they call, ſo they curſe them with ſuch horrid and blaſphemous Imprecations, and Language that I even bluſh to mention, and were it not for hopes of reforming the ſame, would never tranſmit to Poſterity ſuch abominable and atheiſtical Expreſſions; one or two (too many) of thoſe of late invented and frequently uſed, are enough to make one tremble. Some Gentlemen diſcourſing of the vicious and impious Expreſſions of the Officers of the Navy, *viz.* their calling on God to Damn their Bloods, to curſe themſelves, and the like Expreſſions; a Commander of a Merchant Ship, who had ſerved in the Navy eight years, replyed, that ſuch Expreſſions were not to compare with what he had frequently

quently heard from them; amongſt others, one was their manner of * Curſing the Men; others have told them, they would *make them curſe God and die*, &c. with many other impious Expreſſions not fit to be mention'd.

* *Damn their Bloods, they would Roaſt their Souls in Hell.*

Secondly, As they eſteem, call, and curſe them, ſo they uſe them, having with their new invented Oaths, new invented Puniſhments, *viz.* that ſordid and ſlaviſh Puniſhment of *Whipping*, or rather (as themſelves term it) *Fleaing them alive*, and then *Pickling of them*. The manner whereof is to faſten or tye a Man with his Hands and Legs extended to the Blackſtakes, Capſton, or Jeers of the Ship, and ſtrip him to the Waſte, and with Whips of Cords, called *Cats of Nine Tails*, divers have had ſo many Laſhes, as have made the Puniſhment worſe than Death (as ſome Inflictors have told them before-hand,) and being thus whipped, or rather flead, a Tub of Brine or Pickle from their Salt Meat has been prepared; into which ſome (to make the Puniſhment the greater) have caus'd more Salt to be put; with which they have waſhed their flead Bodies, and whipt and pickl'd them again: The dread of which Puniſhment has not only caus'd many to deſert the Service, but alſo to indeavour to deſtroy themſelves: And this Puniſhment (how cruel ſoever it is) is now become ſo common, that Men are often thus treated on frivolous Occaſions.

For Inſtance, His Majeſty's Ship the *Betty*, a 5th Rate, which ſailed for the Straits, after the Peace was concluded, whoſe Complement being about 90 or 100 Men: The Captain being excellent at this Exerciſe, and other Severities, ſo many of his Men, (and thoſe the beſt of his common Seamen) left the Ship, that he was forc'd to get Spaniards, and other Foreigners to bring her home: Divers Complaints thereof being made to the Lotds of the Admiralty, I ſhall not mention the ſame.

Another Inſtance, is, one *John Wilkinſon*, who belonged to His Majeſty's Ship the *Sheereneſs* in 1697, and being at *Tobago* in the *Weſt-Indies*, he was with the reſt of the Ship's Company forc'd to go on Shoar and cut Timber, to carry to *Barbadoes* for the Captain's Advantage; by which means many of them were taken ſick and died; and the ſaid *John Wilkinſon* complaining that he was not well, nor able to work any longer in that ſlaviſh manner, the Captain ſent the Doctor down to ſee whether he was really ſick or not, who return'd and told the Captain, he could not ſay that he was ſick, nor that he was well; whereupon the Captain ſent for him up, and order'd him to be ſtrip'd, and ſeiz'd to the Jeers, and to have, firſt 20 Blows with a Cat of Nine Tails, and then 19 more, and then pick-

led him; but the Captain not being ſatisfied therewith, order'd him to have 60 Blows more with another Cat, made of knotted Wier inſtead of Cords; then Commanded him to beg Pardon, which when he had complyed with, was ordered to have 19 Blows more, and then releas'd, and ſcoffingly bid go to Sleep (in a miſerable Pickle indeed,) and this for no other reaſon (as I am inform'd) than what is aforementioned.

One Inſtance more is of *John Savage*, who ſerved in His Majeſty's Ship the *Monmouth* ſeveral years, but happened to diſguſt the Captain, in deſiring ſome Allowance for his ſhare of Goods, that were ſav'd out of a Prize they had taken, which was afterwards ſunk; and the Captain finding an opportunity chaſtiſed his Inſolence: The pretended occaſion and manner whereof was as followeth, *viz.* One *Hall* that was Boatſwain of the Ship, (and the moſt morofs Man of that Imploy in the Navy) having ſtruck the ſaid *Savage* ſeveral times with his Cane (without any juſt Provocation) *Savage* took hold of his Cane to prevent his ſtriking any more; which the Captain underſtanding, told him, *he had better been hang'd than offended*, or Words to that purpoſe; and that he would firſt duck, and then flea and pickle him; and accordingly order'd him to be made faſt to a Rope prepared for that purpoſe: The ſaid *Savage* dreading this cruel Puniſhment, endeavour'd to get looſe and drown himſelf; which the Captain perceiving, cauſed his Hands to be ſeized, or tied; and after having duck'd him three times, then whipt and pickled him to that degree, that none believ'd he could live, leaving ſuch Marks of his Kindneſs in his Back, that Men could bury their Fingers therein; of which Wounds he continued ill a long time.

Thirdly, The confining Men 5 or 6 years, or more, on board, without Liberty to ſee their Friends or Families, or refreſh themſelves on Shoar, or paying them any part of their Wages for their own, or Families Subſiſtance, who muſt have periſhed for want, (notwithſtanding the Monies due to them in the Service,) had they not been ſupported by their Neighbour's Charity. *viz.* The *Richmond* commenced Wages the firſt of *October* 92, and ended the 8th of *Auguſt* 98, being almoſt 6 years. The *Royal Oak* commenced Wages the 1ſt of *October* 92, and ended the 3d of *January* 97, being almoſt 5 years and a half. The *Norfolk*, *Lancaſter*, *Lime*, *Swan*, and divers others had upwards of 6 or 7 years Pay due, before they were paid.

Fourthly, Another Diſcouragement, is the uncertain and intricate manner of Payment lately practis'd, *viz.* At the Payment of ſome Ships, the Men only that then belong'd to the Ships, and were preſent, were paid their Wages, and the Wives, Widows, and Relations of ſuch as were turned over into other Ships, or died on board, were

left

left unpaid, *viz.* At the Payment of the *Oak*, *Ruſſel* and *Canterbury*, at *Portſmouth*, in *January* 94, and many other Ships at other Places; the Men only that then belong'd to the Ships and were preſent, (which are ſeldom one fourth part of the Ships Company) were paid their Wages, and all others left unpaid, although they had been 5 or 6 years without Payment. One Inſtance of many hundreds, is *John Bartlet*, who enter'd on board the *Oak* the 1ſt of *October* 92, and was turn'd over into the *Eſſex*, the 25th of *June* 95, and was on board the ſaid Ship when the *Oak* was paid off at *Portſmouth*: His Wife in expectation of receiving his Wages for the *Oak*, when that Ship was order'd to be paid, went to *Portſmouth*, and continued there about 3 Months; but at the Payment of the Ship, was (with all others in the like Circumſtances) denied her Husbands Wages, and forc'd to take up Money on the Credit of the Ticket, for defraying the Expence of her ſaid Journey; and at laſt (through Neceſſity) to ſell it at a very great Loſs; which Ticket is yet unpaid; and ſome thouſands more for that, and other Ships, which were paid after the ſame manner, have not their Monies that was earn'd 8 or 9 years ſince; and there are about 100 Ships to be paid on the Liſt of Recalls before them; and ſome of theſe diſtreſſed People were conſtrained to pawn their Cloaths for Subſiſtance, whilſt at *Portſmouth*, and on the Road, although they would gladly have ſold their Tickets at 7 or 8 *s. per* Pound Loſs; but not being able to give Security againſt ſuch Incumbrances as might happen, none would buy them.

2. At the Payment of many Ships at *Chatham* in the year 97, and at other times, *viz.* the *Britannia*, *Queen*, *London*, *Vanguard*, and other Firſt, Second, and moſt Third Rates; not only the Perſons that actually belong'd to them were paid, but ſuch as were turn'd over to other Ships, and could be preſent themſelves, and thoſe whoſe Wives, Widows, Fathers, Mothers, Brothers or Siſters, were perſonally preſent, were paid; but the Wages of ſuch who could not be preſent themſelves, and whoſe Wives, Widows, and Relations liv'd at diſtances, and had imployed others to receive their Monies, were then refus'd the ſame, and the Perſons to whom it belong'd are yet unpaid. For Inſtance, *Edmond Hall* in the St. *Andrew* and *Sandwich*, and *Thomas Cales* in the St. *Andrew*, *Britannia*, and *Dutcheſs*, and divers others, which occaſioned many Ticket-Buyers to forge Powers to pretended Relations, to get their Monies paid, when as beforeſaid, thoſe that were imploy'd for the Benefit of the Relations, neither were, nor are paid to this time.

3. When Men have been turn'd over from one Ship to another, they have ſometimes been paid their Wages for the Ships out of which

they went, at the Payment of the ſame Ships, ſometimes at the Payment of thoſe Ships they were turn'd into, and ſometimes at the Payment of neither; and at other times ſome of them only have been paid, and many others left unpaid. For Inſtance:

1. The *Hampton Court*'s Men were turned into the *Rupert*, and their Wages for the *Hampton-Court* was paid at the Payment of the *Hampton-Court*, the Ship out of which they came, and not at the Payment of the *Rupert*.

2. The *Cumberland*'s Men were alſo turn'd over into the *Rupert*, and their Wages for the *Cumberland* paid at the Payment of the *Rupert*, and not at the Payment of the *Cumberland*.

3. The *Cheſter*'s Men were turned over into the *Royal Katharine*, and part of them were paid, at the Payment of the *Cheſter*, and others promiſed to be paid on board the *Katharine*, but were not paid at the Payment of the *Cheſter*, nor of the *Royal Katharine*, neither were paid in 5 years after, *viz.* Amongſt others, one *Robert Willſon*, who ſerv'd in the *Cheſter* from the 1ſt of *July* 92, to the 14th of *April* 96, at which time he was turn'd over into the *Royal Katharine*; his Wages for the *Cheſter* (including 10 *l.* due to him for ſhort Allowance of Proviſions) amounted almoſt to 90 *l.* which Ticket he was afterwards forc'd to ſell at a great Loſs: Likewiſe the *Humber*'s Men were turned into the St. *Andrew*, the *Britannia*'s, St. *Andrew*'s and *Dutcheſs*'s Men, turned over from one to the other, and the Wages for that time are not yet paid, *&c.* ſo that by this means many thouſands of People are yet without their Monies, long ſince earned.

4. Some Ships that have had ſeveral years Pay due, have been paid for ſome Months only, the later time and the former left unpaid, *viz.* the *Woolwich* commenc'd Wages the fifteenth of *October* 95; and the Captain, with ſome of the Men, were turn'd into other Ships the 10th of *March* $9\frac{6}{7}$, and another Captain ſerv'd in her between the 17th of *April* 97, and the 15th of *February* $9\frac{7}{8}$, and thoſe that ſerv'd in her for the laſt time were paid their Wages at *London* in *Febr.* $9\frac{7}{8}$, but thoſe that ſerv'd in her for the former time were not paid until *Auguſt* 98 at *Portſmouth*, and many of them yet remain unpaid: Likewiſe the *Dunkirk*, and others, were paid in the ſame manner; and there are now on the Liſt for Recalls about 170 Ships before the *Woolwich*, and 220 before the *Dunkirk* to be recalled.

5. Many Ships have been paid without any publick notice given, *viz.* The *Rupert-Prize* at *Portſmouth*, the *Deptford* at the *Nour*, and others; ſo that Perſons could not appear at their Payments to receive their Monies, nor are the ſaid Ships yet recalled.

6. As

6. As the Payments have been uncertain, ſo likewiſe have the Recalls, *viz.* About the years 96, the Ships were paid Alphabetically, according to the Letters the Ships Names begun with, *viz.* the *Albemarle*, and all others of the Letter A firſt, then thoſe of the Letter B, and ſo on, but that Method was again laid aſide in 97, and the Recalls were carried on, according to a Liſt publiſh'd, (which was the firſt of that Nature) on Mondays, Tueſdays and Thurſdays; but before one half of the Liſt was paid, it was again laid aſide, and not recall'd till *March* or *April* 1700; at which time it was again alter'd to Tueſdays only, and then but 500*l. per* Week to be paid; ſo that ſeveral Ships of the Third and Fourth Rates were 3 Weeks, or a Month on Recall, which might have been finiſhed in one or two days at moſt, and all the Ships paid according to that Method, which continued 20 Weeks, might have been paid in leſs than 10 days, but this Method alſo ceas'd in *October* 1700, and the Liſt laid aſide, and no further Payments made thereon, until *June* 1701, which Liſt is not yet fully paid; with other things too numerous to incert; which Practice, beſides the trouble of continual Attendance in Expectation of Payment (has put the people to vaſt and unneceſſary Expence, and) has been the only Foundation and Support of the Trade of Ticket-Buying (ſo much exclaim'd againſt;) the people being credited whilſt from their Habitations attending the Pay 5 or 6 Months, were forc'd to ſell their Tickets at 7 *s.* or 8 *s. per* Pound Loſs. Another Diſcouragement is,

7. The putting Queries on ſick Men, and obliging them to return on board as ſoon as diſcharged from ſick Quarters, which being accounted ſo great a Support to the Diſcipline of the Navy. I ſhall be more particular in deſcribing the ſame, agreeable in Subſtance, with what I formerly preſented the Right Honourable the Lords of the Admiralty, *viz.*

It's the Practice of the Navy, for Brevity ſake, to uſe divers Letters on their Books, to diſtinguiſh the Reaſons or Cauſes of Men's Diſcharge.

Firſt, The Letter *D*, which denotes a Man to be diſcharged from the Service.

Secondly. The Letter R, denotes a Man to be a Deſerter, or Run from the Service.

Thirdly, The Letters *D D*, which denote a Man to be diſcharg'd by Death.

Fourthly, The Letters *DSS*, which denote a Man to be diſcharged by reaſon of Sickneſs,

Which were all the Letters formerly us'd, for that purpoſe: But in *March* 169$\frac{6}{7}$ (ſoon after the great Sickneſs and Mortality that happen'd

pen'd in the Navy) was invented the Query, and denoted on the Kings Books by the Letters *Q* or *Qr*. This Query, according to its firſt inſtitution, the Captains were to put againſt the Names of all Perſons whom they ſhould ſet on ſhoar Sick, unleſs they ſee juſt cauſe to diſcharge them from the Service, which the Captains often did, having no hopes of their being further ſerviceable; and in ſuch caſe they ſometimes diſcharged them with *DSS*, (only) as formerly, ſometimes they noted the Malady or Diſtemper which render'd them uncapable, as Burſten, Aged, Conſumptive, *&c.* and ſomtimes made out Tickets ſigned by the Officers for their Wages. And to prevent the many Inconveniencies that were like to attend thoſe Queries, divers Articles of Inſtructions were given both to the Commanders and to the Commiſſioners, and Agents, for taking care of Sick and Wounded Seamen, to obſerve. The Subſtance of which are as followeth.

Firſt, *That when any Men were ſet on Shoar ſick, their Cloaths and Bedding ſhould be ſent on Shoar with them, to prevent their being loſt, and for their Relief.*

Secondly, *That the Commiſſioners for Sick and Wounded, ſhould take care to return them to their Ships as ſoon as recover'd, or to ſome other Ship, until they could meet with the reſpective Ships out of which they came; and if none of His Majeſty's Ships ſhould be in that Port, to give them Conduct-Money to travel to the next Port, where any of His Majeſty's Ships were.*

Thirdly, *That all Commanders ſhould receive all Sick Men ſent on board by the Agents for Sick and Wonded Seamen, and ſhould put them on board their reſpective Ships, as ſoon as they ſhould meet with them.*

Fourthly, *That the ſaid Commiſſioners, and all the Commanders of His Majeſty's Ships, ſhould hold a conſtant Correſpondence with each other, that the Commanders might know how their Sick Men were diſpos'd of, in order to do both them and His Majeſty Juſtice, by giving each Perſon ſet aſhoar Sick, a proper diſcharge: that is, ſuch as died in Quarters, note them to be dead on the Ships Books, and ſuch as continued in Quarters, to note that, or if diſcharg'd thence, how diſpoſed of, whether cured and order'd to return to their reſpective Ships, or to any other Ship, or if not perfectly cured, to go to the Hoſpital, or to their own Houſes for Recovery, or if run from ſick Quarters, to ſet* R's *againſt their Names, to ſignify the ſame.*

Fifthly, *Directions for putting each Man's Number on the Ship-Book in his Sick Ticket, for the better diſtinguiſhing the Parties.*

But how far thoſe Inſtructions were complied with, and of what advantage thoſe Queries have been, either to His Majeſty's Service, or the Seamen, will in ſome meaſure appear by what follows, being

ing, as aforesaid, the Substance of what was deliver'd to the Right Honourable the Lords of the Admiralty and Commissioners of the Navy, on the Reference of the Seamen's Petitions to them by the Honourable House of Commons, *viz. The principal Reasons for making the Queries consider'd, and the Objections against taking them off answer'd.*

The first Reason given for making these Queries, was, *That the Captains of smaller Ships complain'd, that when their Men were set on shoar Sick, they return'd not to their proper Ships, but enter'd on board the great Ships; and that by this means they often wanted Men.*

That this Reason has little Weight, appears by the constant Practice of the Navy; in that such Ships (whether great or small) as are order'd on any Expedition, if they want Men, are supply'd out of other Ships, and the most and best parts of the small Ship's Companies are frequently order'd on board the great Ships, and the small ones left to recruit their Complements again: besides, the small Ships being imploy'd in cruising, and the like; not one in ten of such sick Men could ever return to them, nor could it be anywise prejudicial to the Service, if the Men were on board any of His Majesty's Ships, being there ready to be order'd, where they might be most serviceable; so that this Reason cannot be sufficient to bring them under the Hardships of the Queries.

The second Reason is, *That some dissembled and feign'd themselves Sick to get a Discharge from the Service.*

This Reason indeed agrees with many of their Officer's Opinions, who always esteem the Seamen to be Dissemblers, till Death convinces them of the contrary; Therefore they will not easily be impos'd on to set any on shoar, but such as are sick indeed, as may be amply prov'd by the Inhabitants of the Sea-Ports, who have been Eye-Witnesses of the many and sad Spectacles of Mortality frequently set on shoar; Some having perish'd in the Streets, and Others immediately after they were receiv'd into Quarters: And a Gentleman well acquainted with those Affairs, modestly computes our loss by Sickness during the late War, to be above 40000 Men; *a slender Inducement to believe them Dissemblers.*

The third Reason is, *That many after they recovered, enter'd into Merchant's Service, and return'd not to any of His Majesty's Ships.*

This Reason is also of little weight if we consider, that there were thousands of Men discharg'd every year in perfect Health, who might without Opposition serve in the Merchants Ships: Now how reasonable it is to require the sick or half-recovered Men to return on board, and at the same time discharge so many thousand Men in health:

I ſhall ſubmit to better Judgments. But to proceed to the *Objections*.

Object. 1. *That ſuch Men as returned not to their proper Ships when recovered, but enter'd on Board the great Ships for lucre of His Majeſty's Bounty, ought to forfeit their Wages.*

Anſwer: This I believe is not the Caſe of one in a hundred, but admit it were, His Majeſty being graciouſly pleaſed to allow Bounty to thoſe that enter'd themſelves voluntarily, altho they never ſerv'd in the Navy before, and alſo to thoſe who had ſerved 6 or 9 Months only in the great Ships, and had not been diſcharged and paid off above 6 Weeks or 2 Months before they re-enter'd again: It ſeems to be a great Hardſhip, that thoſe who had ſerved ſeveral years (and been turn'd over from Ship to Ship, loſt their Healths, and expended moſt, if not the whole of their Wages before recovered) ſhould forfeit and looſe 12 Months, or 2 Years Pay for receiving 3*l.* 9*s.* Bounty: and it ſeems a great Miſtery to *Query* two or three hundred ſick Men, and oblige them to return on board, and at the ſame time diſcharge ten thouſand Men in perfect Health. For Inſtance, the *Brittania* as aforeſaid, and 20 Sail of firſt, ſecond, and third Rate Ships, and many others were ſeveral times paid off, and their Companies diſcharged; and at the ſame time, thoſe that were ſet ſick on ſhoar *Query'd* if they did not return.

Object. 2. *That if the Queries are all taken off, it will relieve the Guilty, as well as the Innocent.*

Anſwer: If there be no ſolid Reaſon for making the Queries, no Perſon ſhould loſe his Wages by them; but admit it were reaſonable to make and continue the Queries, yet there is no Ground for this Objection; for as before is explain'd, the Queries were only intended to remain until the Commanders could have Advice from the proper Officers what became of their Men, and therefore ought to be ſatisfied between themſelves, and to give the ſick Perſons a proper Diſcharge, and thoſe only that Run to be noted with R's, as aforeſaid; and it is not the Query (even according to the Genuine Conſtruction of the Articles for making the Queries) that ſhould be an Obſtruction to the Payment of their Wages.

Object. 3. *That it will greatly add to the Nations Debt; there being ſeveral thouſand Pounds due to Perſons under thoſe Circumſtances, and that the preſent Exigency of Affairs will not admit the raiſing ſuch great Sums as will be required to pay them.*

Anſwer: The greatneſs of the Debt can in no wiſe give Colour to this Objection; for the greater the Debt is, the more numerous are the Poor that have a Right to the ſame, and may hope for the ſpeedier Relief; and whoſoever accounts it good Husbandry to ſave the Nation's Revenues, by rendring His Majeſty's Service grievous,

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and oppreſſing the Poor. I cannot believe it will be ſo eſteemed by the Sage and moſt Auguſt Aſſembly the great Council of the Nation.

Object. 4. *That if the Queries are all taken off now, they muſt be renewed in caſe of another War.*

Anſwer: To ground this *Objection*, three things muſt be preſuppoſed,

Firſt, *That great Sickneſs and Mortality muſt attend ſuch ſucceeding War, as did the late (which God forbid.)*

Secondly, *That the Seamen muſt be as evily treated, and badly paid, (the contrary whereof I hope.)*

Thirdly, *That the Queries will be of advantage to His Majeſty's Service; which I conceive will appear to be otherwiſe, as well by what's already hinted, as that which doth enſue; and if ſo, then there is no ground for this Objection; for if the Number of the Sick be ſmall, they may be ſpared; if they be well treated, duly encourag'd, and frequently paid, they will voluntarily return to the Service; and if the Queries have only been a Grievance in time paſt, it cannot reaſonably be expected they ſhould be otherwiſe in time to come.*

Object. 5. *That if the Queries ſhould all be taken off, it would be an Innovation and Breach of the Rules and Diſcipline of the Navy, and tend to the overthrowing of the ſame.*

Anſwer: I muſt confeſs this *Objection* ſeems to have great weight; for if the Diſcipline of the Navy (wherein our Safety ſo much depends) ſhould be deſtroy'd, the Loſs would be irrepairable for the Reaſons aforementioned.

But as that was never deſign'd, ſo it could not be the Effect of this Undertaking, which was only intended for the Conſideration of the Honourable Houſe of Commons; who I doubt not, if the ſame ſhould ever be thought worthy their Inſpection, would ſee juſt Cauſe to regulate the preſent Diſcipline of the Navy, for regaining the Credit thereof, and rebuilding the decayed Walls of the Nation (the Naval Force I mean) which were the only things deſired.

And as a further Anſwer to this *Objection*, I ſhall give ſome few of many Particulars, wherein the Perſons principally concerned, in making and continuing thoſe Queries, have fail'd in their Duties, and deviated from the the Rules and Diſcipline of the Navy.

Firſt, That the making the Queries is contrary to the antient Diſcipline of the Navy, is evident from what is before mentioned; for until the latter end of the Year 1690, *every Man who before that time was ſet on ſhoar ſick, was thereby diſcharg'd from the Service, and before the late War, his Wages immediately paid (without waiting for the Payment of the Ship:)* And as for the continuing of the Queries; the

Practiſe, during the late War, was not any wiſe coherent with the Orders, Inſtructions, or Intentions for making of them. For Example.

Firſt, The intent of the Queries according to the expreſs Terms of the Inſtructions was, as aforeſaid; *That when any Perſon was recovered from his Sickneſs, he ſhould be received on Board any of His Majeſty's Ships, if the Ship to which he belonged were not preſent, and to continue there until he could be put on Board his proper Ship, and no longer; but the Methods taken, have ſo far differed from the ſame, that when any Ships have been in Port, and bound to the* Weſt-Indies, *or other foreign Voyages*, they have taken out of the Hoſpitals, and ſick Quarters, all ſuch Men as were able to go on board, (and many of them not half recover'd,) although they belong'd to other Ships (a ready way to return them, to their Long Homes, I mean,) and may be juſtly ſuſpected one of the greateſt Cauſes of the Sickneſs and Mortality that happen'd in the Fleet. For Inſtance: *The* Cheſter, *when bound for the* Weſt Indies, *took out of the Hoſpital at* Plymouth, *all the Men that were in any meaſure recover'd, and divers in a weak Condition, which when the Chyrurgeon of the Hoſpital was charged with, he could not deny; ſo that by this means divers People have loſt, not only their Relations, but alſo the Wages due for their Service, as well in the Ships out of which they were ſet ſick on ſhoar, as for thoſe into which they have been taken or impreſt, their ſaid Friends not being able to give any account thereof, which is required of them.* For Inſtance, Humphrey Minterne, *who was ſet on ſhoar ſick at* Plymouth, *from His Majeſty's Ship the* Portſmouth, *in* July 92, *and as his Friends were informed, died there; but by reaſon they cannot prove the ſame, although they never ſince heard of him, his Wages is refuſ'd to be paid; which muſt be occaſion'd by his being taken, or put on Board ſome other Ship in the manner aforeſaid.* I might inſtance *James Bourge* in the Royal *Katharine*, *&c.* but this may ſuffice for Information.

Secondly, The Commanders did in no wiſe comply with their Inſtructions, for holding a Correſpondence with the Commiſſioners for ſick and wounded Seamen, but wholly neglected the ſame; ſo that inſtead of making a right diſcharge of the ſick Men, they remain'd Q'd, and would all continue ſo till Dooms day, did not ſome few by Friends, Monie, great Expence, and long Attendance, get their Queries removed.

Thirdly, The Commiſſioners for ſick and wounded Seamen, and their Agents, have alſo fail'd, and not comply'd with the ſaid Orders, and Inſtructions, not only in neglecting the ſaid Correſpondence with the Commanders, but in omitting to note, in what Condition, whither, or to what Ship they diſcharged the ſick Men, and alſo in not

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giving them the Conduct-Monies appointed for them, as may appear by an Inſtance or two, of hundreds that might be given, *viz.*

The Bearer William Bigger, *belonging to His Majeſty's Ship, Prince of* Orange, *was ſent to this place ſick upon the* 12*th day of* June 94, *and being cured, was diſcharg'd the* 4*th of* July 94 *(but not ſaid whither:) The Truth whereof is certified, he hath received in Cloaths to the value of* 00—00—00; *and in Conduct Money* 00—00—00.

By John Curcey, *Chyrurgeon, appointed to take care of ſick and wounded Seamen, at* Plymouth.

2dly. *The Bearer* William Parker, *belonging to their Majeſty's Ship the* Dutcheſs, *was ſent to this place ſick upon the firſt Day of* July 93, *and being cured, was diſcharg'd hence upon the* 15*th day of* July 93. *The Truth hereof is certified,*

To travel to the aboveſaid Ship at Torbay. *He hath receiv'd in Cloaths to the value of* 0—0—0. *In Conduct Money* 0—0—0.

per George Dickinſon, *appointed to take care of ſick and hurt Seamen, at* Plymouth.

So that having no Conduct Money, or any of his own (he muſt beg, ſteal, or ſell his Cloaths, if he hath any,) to travel many Miles to ſeek his Ship, that might perhaps have been ſailed from the place to which he was directed, before he was diſcharg'd; as in the Caſe of *Richard Lewis*, who was diſcharg'd from ſick Quarters to go to his Ship the *Ipſwich*, 10 days after ſhe was ſail'd to the *Streights*. One Inſtance more ſince the Peace concluded, *viz.*

Theſe are to certify, That the Bearer William Haynes, *belonging to His Majeſty's Ship* Kingſton, *was ſent to this place, upon the* 24*th day of* November 1697, *and being cured, was diſcharg'd hence this* 20*th day of* December 97, *to go forthwith to*

He has receiv'd in Cloaths to the value of 0—0—0
and in Conduct Money ———— 0—0—0

Witneſs my hand this 20*th day of* December 1697; *by* Peter Levermore, *appointed to take care of ſick and hurt* Seamen, *at* Godſport.

Of the like Inſtances hundreds might be given: But hereby it may appear, That theſe Perſons have been diſcharged without their Conduct-Money, or Direction to any Port, or any Ship; and generally with little beſides Rags to their Backs; or as the Sailors term it, a *Neapolitan Cheſt*, being a Stocking full of Cloaths, (and well 'tis no bigger to travel with, in ſuch a Condition, from the remoteſt part of the Kingdom;) as a true Tar, *more Rags than Manners*; being thus accoutered, he muſt troop (a Scanderoon March, with one Shoe and one Stocking, and neither worth a Farthing) through the Kingdom, to ſeek his Forture, and unleſs he can prove by good Teſtimony, that he could not meet with his own Ship, and that he enter'd on board ſome other of His Majeſty's Ships, within one Month at the moſt, whether the Captain would receive him or not, his Query muſt not be taken off.

Fourthly, The Commiſſioners of His Majeſty's Navy, or their Clerks, or both, have deviated from the ſaid Inſtructions, for eſtabliſhing the Queries.

1ſt. In accounting many thouſands to be Queried, whom the Captains (who alone were to make thoſe Queries) had diſcharg'd without a Query, Some by Tickets for their Wages, Others without, noting only the Dſs againſt their Names, as aforeſaid, and ſometimes noting on the Book the Infirmities for which they were diſcharg'd, as Lame, Blind, Burſten, Decripped, and the like; yet thoſe as well as all others that were diſcharg'd ſick, were accounted Queried, contrary to the very intent of the ſame. The which, when Sir *Richard Haddock* was firſt inform'd of, being in the year 95, and above 4 years after the Queries were made (this Practice being then introduc'd) He profeſt with a great ſurprize at the Publick Pay; *That although he had been Comptroler of the Navy above 16 years, he was a Stranger to the Rules of the ſame, and never knew a Dſs accounted a Query before.*

2dly. They have alſo deviated from the ſaid Eſtabliſhment and Diſcipline in neglecting to take off ſuch Queries as they might, and could have done, by the ſick Accounts kept in the ſame Office. For Inſtance; Such Perſons as die in ſick Quarters, and are noted ſo to be in their ſick Accounts, yet the Queries remain on the Pay-Books, and has often obſtructed the Payment of the Wages, and this by the neglect aforeſaid; When on the other hand, if any Perſons are noted R S on the ſaid Accounts, They are as ſure to find the ſame inſerted on the Pay-Books, as the Other neglected.

Fifthly, The repeated Orders of the late Right Honourable the Lords of the Admiralty to the Navy-Board, had that unhappy Effect, to put an intire ſtop to the Wages of every Perſon that had been diſcharg'd

charged by reaſon of Sickneſs, whether by Ticket, or without, although they return'd to the reſpective Ships, out of which they were put on ſhoar, or died in ſick Quarters, or went on board ſuch Ships as directed, being all accounted to be Query'd; and thoſe Queries not to be taken off, without the ſpecial order and direction of the Admiralty-Board; which cauſed ſeveral hundreds to expend great part of their Monies, in petitioning, and attendance, to take off theſe imaginary Queries, which were before anſwered in themſelves: Of which an Inſtance or two, for Information.

1. *John Wilkinſon* enter'd on board the *Expedition* the firſt day of *October* 1693, and was diſcharg'd the 26th day of *December* 1697, by reaſon of Sickneſs; and the Captain and Officers of the Ship ſign'd a Ticket for his Wages: yet this Perſon, notwithſtanding his ſaid Ticket, was accounted Queried, and the Wages remains yet unpaid.

2. *Richard Draper*, who ſerv'd in His Majeſty's Ship *Winchelſea*, about 3 years, was, after he had been on Board about 22 Months taken ſick, and put on ſhoar for his Recovery; and when recover'd, return'd on board the ſame Ship, where he continued about 12 Months, and was then diſcharg'd by order of the Admiralty, and had one Ticket made out for his Service, from the laſt Entry, and another for the time he ſerv'd before he was ſet ſick on ſhoar: But at the Payment of the ſaid Ship, which was at *Plymouth*, and (no other Ship paid there, at that time) his Wages for the 22 Months before he was ſet on ſhoar ſick, was refus'd to be paid, being accounted Query'd, notwithſtanding the Ticket made out, and his returning aboard the ſame Ship, as ſoon as recover'd, yet the 12 Months Pay only could be receiv'd for the laſt time; and that which was due for the 22 Months Service, to the time he was ſet on ſhoar ſick, remains unpaid.

3. *John Body* ſerv'd on board His Majeſty's Ship *Germoone Prize*, from the 7th day of *October* 1696, to the 15th day of *January* 1696, at which time he was ſet on ſhoar ſick; and when recover'd, (being in one Months time, or little more, from his diſcharge,) returned on board the ſame Ship again, and had a Ticket made out for his firſt Service; and in ſix Weeks after, or thereabouts, was ſlain on Board the ſaid Ship; yet at the Payment of the Ship, at *Portſmouth*, the Wages to the time he was put on ſhoar ſick, was refus'd to be paid, being accounted Queried, and about 30 Shillings only that was due for the latter Service was paid.

4. *Stephen Forgen* was ſet on ſhoar ſick from the *Monmouth*, at *Godſport*, in, or about *April* 98, and the Ship being ſailed, and he continuing very ill, deſired to be diſcharg'd from Quarters, to go to *Ipſwich*, the Place of his Habitation; which having obtain'd, did get

Paſſage

Paſſage home, where he continued in a weak and deplorable Condition, as was amply certified by the Bayliffs, Miniſter, and Church-Wardens of the Place, and alſo that he had a Wife, and 5 ſmall Children relieved by the Alms of the Pariſh, yet his Query was refus'd to be taken off; but on a ſecond Certificate (to the ſame purpoſe) and Application to the Navy Board, his Query is ſince taken off.

I might inſtance *Simon Lewis*, who was ſet on ſhoar ſick, ſince the Peace concluded, and diſcharged to go on board the ſame Ship, which was ſailed for the *Straights* 10 days before his Diſcharge, and all the Ships in Harbour lying up at great Charge, had Orders to clear all the Men that deſired it, to eaſe His Majeſty of the Charge, and not to enter any Men; yet his Query is refus'd to be taken off, until he can prove he endeavour'd to enter himſelf; but this Practice being univerſally known to thoſe concerned in the Navy, I ſhall add no more.

But proceed to the R's, as another Obſtruction to the Seamen's voluntary entring themſelves into the Service: Which R's, as before is ſhew'd, denotes a Man to be Run from the Service; but being a Letter of long Continuance, I ſhall the more particularly ſhew wherein the ſame, as now practis'd, is a Hardſhip to the Seamen, and all concerned with them, and an Obſtruction to their voluntarily entering themſelves, and of great Prejudice to the Credit of the Navy: yet many believing the Preſervation of the Naval Diſcipline, in an eſpecial manner, depends thereon; I muſt beg Pardon if I diſſent from them in this Particular (for the Reaſons following:) And many worthy Gentlemen with whom I have had the Honour to converſe are clearly of Opinion, *That it is not evil Example, ſevere Treatment, cruel Puniſhment, and want of Pay, but ſober Command, prudent Lenity, and reaſonable Encouragment, will moſt conduce to the maintaining of a good Diſcipline in the Navy.*

But as for the R's, thoſe that are mark'd with the ſame in the Navy-Books, by what Occaſion or Accident ſoever it happens, are now liable to loſe and forfeit all their Wages (how much, and for how many Ships ſoever it is due and unpaid) and all the Tickets are made out for the ſame, and thoſe often ſold, or transfer'd to others, long before they were thus made run or forfeited: but indeed by an Act, made in the 13*th* of *Charles* the Second, *Chap.* 12. *Art.* the 17th. were liable to be puniſh'd with Death. The Words thus, *viz.* "All Sea Captains and Officers, "or Mariners, that ſhall deſert the Service, or their Imployment in the "Ships, or ſhall run away, or entice any others ſo to do, ſhall be puniſh'd with Death. Which Clauſe hath been put in Execution againſt divers who deſerted, during the late War, many being puniſh'd with Death for the ſame; as *Wilkinſon*, *Hall*, *Stone*, and divers others:

thers: But how far this deterred others from Defertion, may appear by the many thouſand R's that remain on the Navy-Books; which, as was obſerved, by the Admiralty and Navy-Boards, are ſo numerous, and the Sea-Books of the Navy ſo voluminous, that no certain account thereof can be given; and indeed is not to be wondred at, if we conſider, not only the foregoing Circumſtances, with reſpect to their ill Treatment, Puniſhment, Turning over from Ship to Ship, and want of Pay, being put on Board Prizes, lent to help Merchant Ships into Port, having leave to go on ſhoar, being taken Sick, Impriſon'd, Impreſt by other Ship's Companies (who always eſteem them good Purchaſe when caught) the Ships ſuddain Sailing, and many other Accidents of the like nature which occaſions the ſame. But wherein the preſent Practiſe of theſe R's differs from the former, and wherein the Hardſhip of them lyes, I ſhall endeavour to deſcribe, not only by thoſe and other Cauſes of them, but alſo in the Difficulty of removing them.

That which occaſions the vaſt Numbers of R's now more than formerly, appears in a great degree from what is before mentioned, and will be more clear, if we compare the late with the former Diſcipline of the Navy. The former Practice, as is acknowledg'd, was to pay off the great Ships every year, the ſmall ones at the end of every Voyage, and to leave no Recalls, ſeldom to turn Men over, and never to lend them to other Ships (except Merchant-men, and to them only in caſe of Diſtreſs;) to pay Tickets as ſoon as they were made out; and one Ship's Company not to impreſs thoſe that belonged to other Ships, who were a-ſhoar, either by leave from the Officers, or on any other occaſions; with other Accidents too numerous here to inſert. From every Particular whereof, the Practice of the Navy, during the late War, as well as the preſent Practice greatly differs, *viz.*

In that they have been kept 6 or 7 years unpaid, and the major part of the Men left to Recalls. Their being turned over from one Ship to a Second, from thence to a third, or fourth, in 3 or 4 Months time, being diſcharg'd from the Service, *per* Ticket, without their Wages, and have been accounted Runn in all the Ships they have ſerved, and their Tickets and Wages that remain'd unpaid, forfeited: their having leave to be on ſhoar, have been arreſted, ſurprized by Sickneſs, or left by the Ships ſudden and unexpected Sailing; impreſs'd by other Ship's Companies, and many other Accidents as aforeſaid; which have brought ſo many thouſands under theſe Circumſtances, as the Honourable the Commiſſioners of the Navy have acknowledg'd.

2dly. The Difficulty of taking off an R when once made; which, although I cannot ſay, as one, who knew not the Seamen's Caſe, did,

That

That the R's *are like the Laws of the* Medes *and* Perſians, *unalterable*; yet by the ſtrictneſs of the Navy-Board, with reſpect to Proof and Circumſtance, which they require; the many Queries put before they remove them; and the ſlender and nice Scruples whereon they are refus'd, has occaſion'd many hundred Perſons (who expected, and might reaſonably hope for Relief, in thoſe Caſes, after tedious Journies, and the Expence of their ſmall Subſtance in long Attendance) to return to their Habitations more miſerable than they came; it is therefore no wonder the R's are numerous, and that ſo few of them are remov'd. A few Inſtances may ſerve for Information.

1. *Richard Whitechurch*, an able Seaman, belonged to His Majeſty's Ship the *Expedition*, from the 16th of *June* 93, to the firſt of *February* 96, being 40 Months, and 2 days: The Neat-Wages due to him beſides Short Allowance-Money is 39 *l.* 16 *s.* 6*d.* but his Ticket being loſt by Accident, the Navy-Board granted another, about twenty Months after his Diſcharge from the ſaid Ship: But at the Payment of the *Expedition*, in *December* 98, his Wages was refus'd, it being ſaid he run from the *Sunderland* in the *Weſt-Indies*: But as I am inform'd was accidently left on a French Iſland.

2. *John Carpenter* and *Richard Jane*, both able Seamen, ſerved on board His Majeſty's Ship the *Royal Oak*, from the 14th of *January* 1692, to the 3d of *April* 1697; and the *Oak* being then laid up at *Portſmouth*, in order to be paid; they were diſcharged by Tickets, and put on board the *Rainbow Prize*, which was bound to *Ireland*; and that Ship putting into *Falmouth*; the Captain gave the ſaid *Carpenter* and *Jane*, leave to viſit their Friends, who lived near *Padſtow*; they having been long abſent from them; but the Ship ſailing ſuddenly, they were left behind, and therefore made Run; which is certified by the Captain of the *Rainbow Prize*. And further, That he had a good Character of them, from their former Commander, and did believe they had no deſign to deſert the Service; yet their R's are refus'd to be taken off, and the Perſons required to appear themſelves; and in caſe they ſhould comply with the ſaid Orders, it is very probable, having no better Reaſons to offer for the taking off their R's, than what have already been offered, in their Behalfs, they will be obliged to return with the like Anſwer, as many Hundreds have done, *that they cannot be relieved.*

3. The Company of the *Coronation* (hired Ship) which came from the *Weſt-Indies*, were generally ordered on board the *Reſerve* (as I remember) to return to the *Weſt-Indies* again; but by reaſon of the Hardſhip of the Voyage, and as they alledg'd, the unkindneſs of the Commander, were unwilling to go, but went in general on Board others of His Majeſty's

Majeſty's Ships, for which they were all made Run, and not thoſe only, but ſeveral whom the Captain had diſcharged by Ticket, and were gone before the ſaid Order; ſome of which Tickets were afterwards paid to the Relations, or pretended ones, but others under the ſame Circumſtances refuſed.

4. *John Searle*, who was Boatſwain's-Mate, of His Majeſty's Ship the *England Frigot*, when ſunk in a Fight with the French, was noted to be run to the French Service, and his Wages for that reaſon refuſed to be paid; but ſoon after returned to *England*, and petitioned the Navy-Board to be relieved; He was anſwered with a Query; *how, and by whom he was noted to be* R. Which Query being impoſſible for him to anſwer, his R cou'd not be taken off. Many hundred Inſtances of ſuch Natures might be given; but hope theſe will ſuffice. And I ſhall now briefly touch on ſome of the Inconveniencies that have attended the making Tickets Run.

Firſt, This Practice, has not only greatly reduced the Credit of the Navy, but alſo ſeems apparently contrary to the former Diſcipline thereof, and I humbly conceive, is deſtructive to the very end and intent of granting them. That the Credit of the Navy is hereby reduced, is manifeſt, in that when Tickets (as formerly they) were eſteemed, and punctually paid as the Kings Bonds, or Bills of Exchange, within few days after produced to the Comptroler, and Paymaſter of the Navy: Certain Sums being appointed weekly for that purpoſe. The Bankers in *Lombard-ſtreet* have diſcounted them (as I have been informed) at *6 d. per* Pound Loſs, a great Diſproportion to 10 or 12 *s.* at which diſcount they have lately been: And if Wages be demanded at this time, where Tickets are made out, and the Tickets not produced, the Comptroler of the Pay frequently anſwers, *that the Money cannot be paid, becauſe the King's Bonds are out ſtanding*, (meaning the Tickets.)

And that this is deſtructive to the end of granting Tickets, appears by the Captains Inſtructions given them, even to this time, for making them out, (*viz.*) *Article* 18 of the New Inſtructions, and 15 of the Old.

Thus; " You are to be very careful, not to diſcharge Men by " Ticket unneceſſarily: The intent of that Practice, being principally " for ſick Men, *&c.* And *Article* 24 New, and 18 Old; " You are " not to ſign any Ticket upon diſcharge of any of your Men, but " ſuch as ſhall be printed Tickets, *&c.* nor that upon any pretence " whatſoever any Ticket be made out, before the Perſon for whom " the ſame is made, be actually diſcharg'd, and the ſaid Perſon, or " ſome other, lawfully impower'd to demand the ſame.

If therefore Tickets were principally deſigned for ſick Men, and thoſe (until the Order aforeſaid) were ever accounted for that reaſon to be diſcharged from the Service, and no Ticket to be made out for any Perſon until actually diſcharged; and when they were made out, ſuch Perſon, or any other lawfully impower'd by him, might demand the ſame; and that ſuch Tickets were formerly paid immediately after produced, to the Comptroler and Pay-maſter of the Navy, as aforeſaid; it ſeems as great a Myſtery, as unreaſonable, that they can, or ſhou'd be Forfeited, or made Run for future Deſertion. I ſhall only add to what is aforeſaid, as further Motives to take off the Q's and R's, as far as the ſame appear to be Hardſhips, the Reaſons formerly given for that purpoſe.

Firſt, To take off the Q's; 'Tis the Labourers Hire, and their Families Bread, and their Poverty, Indigency, and Miſery pleads for Relief.

2. That thoſe Q's are of late Invention (*viz.*) in the Year 1690, and occaſion'd by the great Sickneſs and Mortality that then reigned in the Fleet, which ſhould rather be a motive to take them off.

3. Many of the Perſons at firſt put on ſhoar were ignorant of thoſe new Rules, and therefore did not return, and others have been ſet on ſhoar ſeveral times, thereby creating great charge, and tending to the prejudice of the Service, but was of no advantage to the ſame.

4. Many contracted their Sickneſs in foreign Voyages, and continued long ſick on board, before they could be ſet on ſhoar, and many of their Conſorts were buried; they have therefore dreaded to return, when a little recovered, for fear of a Relapſe.

5. Many have been ſet on ſhoar in a very deplorable Condition; ſome whereof, as I have been credibly informed, died in the Streets; others, immediately after they came into ſick Quarters; ſome have been Impreſt, and hurried on Board other Ships before half recovered; and moſt of them rendered incapable to return on Board their proper Ships, by reaſon of the Ships ſailing before they recover'd, as well as for want of Conduct-Money, to ſupport them to the places where directed; for which reaſon they have been obliged to expend great part of their Wages, and ſell their Cloaths for Subſiſtance.

6. That it was not likely thoſe whoſe Sickneſs was ſo great, as to engage their Officers to put them on ſhoar, could be ſo well recovered in ſtrength, eſpecially to return on board in ſo ſhort a time as required.

7. That the ſaid Wages was with Difficulty, and hard Labour duly earned; that the Charge, Expence, and Fatigue to the Petitioners, and Trouble to the Offices, and both Houſes of Parliament, have been very great: To the firſt, by the extravagant Exactions of thoſe that pretended to ſollicite their Buſineſs, and by their long Attendance: To the other, by the Clamourous Tumults of Petitioners.

They

8. They having faithfully ſerved His Majeſty to the impairing of their Healths, and hazard of their Lives, and the Nation having provided ſutable Funds for the Payment of their Wages, it ſeems not only juſt and reaſonable, but alſo for the Honour of His Majeſty, and Credit of his Service, to take off thoſe Q's, and pay the Wages ſo hardly earned. To which I ſhall only add one Query made by a Noble Lord who was preſent when this matter was under conſideration of the Admirality and Navy-Boards *viz. By what Law ſuch Wages was ſtopt* (a Queſtion I believ'd) not proper for me to ask, nor do I remember it was then anſwered.

But I ſhall proceed, and hint ſome few of many Reaſons or Motives that might be given, for taking off the R's, as followeth, (*viz.*)

1. That ſuch as have Tickets delivered them, ſeems, in the Eye of Juſtice, to have a good Title to their Wages.

2. Thoſe Tickets are, and have been eſteemed, as the Kings Bonds or Bills of Exchange, and were formerly paid at ſight, or ſoon after produced.

3. Many well affected People, for promoting His Majeſty's Service, and in Charity to their diſtreſſed Neighbours, have ſupplied them to the value of their Tickets.

4. The making ſuch Tickets Run, has unſpeakably reduced the Credit of the Navy, with reſpect to Wages; inſomuch, that Tickets which were formerly diſcounted, as aforeſaid, at 6 *d. per* Pound, and few Years ſince, at 2 *s.* and 2 *s.* 6 *d. per* Pound, have of late been ſold for leſs than one half of their Value.

5. That ſuch Tickets, had not Money been wanting, would have been paid long before they became forfeited.

6. The Tickets and Wages due by them, has been aſſigned to others long before ſuch Forfeiture, which I conceive, inveſts the Aſſignee with an equitable Right (at leaſt) to the Money.

7. It is to be feared, theſe Hardſhips has cauſed many Seamen to deſert the Nation, and either turn Pyrats, or ſerve Foreigners.

Indeed the main Objection againſt taking off theſe R's ſtill remains, that is, notwithſtanding the ſtrickneſs (I may ſay Severity) of the Q's and R's, many hundreds do deſert the Service, and were it not for forfeiting their Wages, (as the Admirality and Navy-Boards have obſerved) but few, except Officers, would remain therein. I muſt confeſs this is in ſome meaſure true; but if we conſider the occaſion thereof, (*viz.*) the Hardſhips aforementioned, I may ſay with Aſſurance (according to the true Maxim) *Take away the Cauſe, and the Effect will ceaſe*: For in caſe the Seamen are kindly treated, duly encouraged, well and frequently paid, as afore-hinted, and have ſometimes Liberty to viſit

their Relations and Families, His Majeſty's Service will no longer be accounted a Slaviſh Confinement, but as a pleaſant and profitable Calling, to which the Seamen willapply themſelves with chearfulneſs, for the Support of their Families; moſt of whom, by reaſon of the many Grievances aforeſaid, during the late War, were relieved by the Charity of others.

Indeed it has been remarked by a Gentleman, (ſuppoſed to relate to the Admiralty,) in a ſmall Treatie, Entituled, *Remarks on a Pamphlet touching the Navy and Victualling* &c. as a Matter of great Lenity, That in 6 Months time, that Honourable Board relieved 750 of 1700 Perſons who petitioned; of which 750, as I am informed, above 500 were relieved from Q's only, and not R's; and moſt of thoſe were ſuch, whoſe Circumſtances were within the Limits of the following Order (*viz.*) thoſe who either died in ſick Quarters, or the Hoſpitals, or returned on Board their proper Ships within one Month after Recovery, or to ſome other of His Majeſty's Ships, if their own were not in the way, or were diſcharged by Ticket unfit for Service. Now I humbly conceive, there being no real Occaſion to put any Queries on them, it appearing where they were at the ſame time; it had favoured more of Juſtice than Kindneſs, not to have given them the Trouble, Charge, and Fatigue of Petitioning, and attending from Office to Office, until the greateſt part of the Wages due, has been expended, before they could be relieved, or thoſe ſuppoſed Queries taken off; as may appear, not only by the Caſes of *John Wilkinſon* and *Richard Draper*, *&c.* but alſo by the Right Honourable the Lords of the Admiralties Order to the Navy-Board, in anſwer to my Addreſs in *February* 169$\frac{8}{9}$, which Order I ſhall not incert, but only take notice of the Circumſtances of thoſe intended by the ſaid Order to be reliev'd, as far as I can remember, in their Lordſhips Terms.

1. " You ſhall take off the Q's and R's from all Men that have " been ſet ſick on ſhoar, and died in ſick Quarters, or being removed " thence to the Hoſpital, have died there; as alſo thoſe as have been " put ſick on Board Hoſpital-Ships, and died there.

2. " From all Men ſet ſick on ſhoar ſince the Peace, from Ships " under Orders to be paid off, and laid up, and could not be re- " enter'd on Board the ſaid Ships, after their Diſcharge from ſick Quarters, or the Hoſpitals.

3. " From all Men that have been ſet on ſhoar ſick, and diſcharged " either from ſick Quarters, or the Hoſpitals, unfit for His Majeſ- " ty's Service.

4. " From all Men that have been ſet ſick on ſhoar, and after the " Expiration of their Month, or within 20 days after, were willing to

return

" return to the Ships to which they belong'd, or to ſome other of His " Majeſty's Ships, if their proper Ships were not in the way.

5. " And from all Men diſcharged by Tickets without any demur " in them.

Before which Order, the Wages of all Perſons under the aforeſaid Circumſtances were denied, until by Petition an Order cou'd be obtained for removing of thoſe ſuppoſed Q's and R's.

Now if all Men that did die in ſick Quarters, or the Hoſpitals, or Hoſpital-Ships, or were ſet ſick on ſhoar from ſuch Ships as were order'd to be paid off, and could not re-enter them (but on the contrary, had Orders to diſcharge as many as deſired it;) And if they that were diſcharged from the Hoſpitals, or ſick Quarters, unfit for Service, or by their Officers, by Tickets for the ſame Reaſon, or if they returned to their proper Ships, or ſome other of His Majeſty's Ships, if their proper Ships were not in the way: If all theſe ſhould be as they then were ſuppoſed to be Queried; And if thoſe Queries were not anſwered by the proper Officers, which is their Duty, but ever was, and I fear ſtill is wholly neglected. And had not that Order been obtained, the 1700 Complainants would ſoon have encreaſed to 17000, and the Clamours and Tumults of the Oppreſſed Petitioners been intolerable. This I hope may ſuffice to evidence the Hardſhips and Inconveniencies of the Queries.

The aforeſaid Author alſo ſuggeſts, in the ſaid Treatiſe, That many Embelliſhments have been added to the Navy, ſince the beginning of the late War, but mentions not one: And I hope he doth not intend the frequent turning Men over from a firſt, to a ſecond, third, or fourth Ship, in few Months (by which ſome that have been Maſter's-Mates, as well as other Officers on Board ſuch Ships as they were turned out of, have been reduced to the meaneſt Stations, or Fore-maſt Men's Wages on Board others) nor lending them to other Ships, bearing them by Liſt two or three Months, or more, and allowing them no Wages for their Service, leſſening their Pay, depriving them of their Prize-Money, keeping them ſeven, eight, or nine Years without their Wages, preferring ignorant Favourites to Offices, and Employments of Profit, before ingenious Seamen, to whom the ſame have been promiſed, and who at the ſame time are obliged to do the others Duty, in the ſaid Employments, tho they receive the Wages; nor the cruel Whipping and Pickling of the Seamen, putting ſuch Q's on them as aforeſaid, and making their Tickets Run, &c. If theſe, with a new invented one, of paying Short-Allowance-Money two or three Months after, and one or two hundred Miles from the place where the Wages were paid, (by which means many of the Parties are deprived of their

Right.)

Right.) If theſe are the Imbelliſhments intended, I conceive it's thoſe, and only thoſe, that have given ſuch great Diſguſt to our Seamen, and prevented their Voluntary Entring into the Service; the which as it has been in times paſt, (unleſs it be prevented,) is like to continue a Hardſhip to the Seamen, and a Burthen to the Nation, and the only Occaſion of putting the Government to that inconvenient, delatory, troubleſome, and chargeable Method of Impreſſing. Some of the Inconveniences and Diſadvantages that attend the ſame, I ſhall briefly hint (*viz.*)

SECT. V.

Shewing the Inconveniencies and Diſadvantages of Impreſſing.

1. THE Charge; and that conſiſts partly in the Freight, Wages, and Proviſions of the Veſſels that are hired to Impreſs, and their Companies, which is computed by the Honoured Commiſſioner *Geo.* St. *Loe*, at 60000 Pounds *per Annum*; Fol. (38) of his Book, Entituled, *England's Safety, or a Bridle for the French King.*

2. The Charge of the Preſs-Gangs which are generally compoſed of ſeveral Officers, and 14 or 16 of the beſt Men, whoſe Wages and Proviſions, I conceive, cannot reaſonably be eſteemed leſs than the Charge of the Impreſs-Veſſels; theſe being more than double their Number, and for that Reaſon exceed their Charge, the Freight included.

3. The Wages and Proviſions of the Volunteers and Impreſt Men, who are generally 2 or 3 Months, and oftentimes more from ſome places in Victuals and Pay (and many in that time deſert) before they come to the Ships, for which they are entered, which is alſo a great Charge to the Nation; and as ſome have obſerved and calculated, it has ſometimes coſt the Government 8 or 10 *l.* a Man, for thoſe that have been impreſſed.

4. Another Inconveniency and Charge that attends this Method, is the Abſence of ſo many of the Officers and ableſt Seamen ſeveral Months, the Equipment, and fitting the Ships for the Sea, being retarded thereby, and many of the Ships not fully Mann'd until *May* or *June* (and ſometimes not the whole Summer) which in the late War gave the Enemy the Advantage of having their Fleet at Sea before ours; and to prevent the ſame, our Great Ships have ſometimes been kept in Pay the whole Winter, and generally commiſſioned and ordered to enter Men in *December* and *January*. The Extra-

ordinary

ordinary Charge whereof, I conceive, cannot be leſs to the Government than 300000 Pounds *per Annum*. For Example, Suppoſe the Charge of the Navy for one year, allowing 40000 Men to be ſufficient for that Service, is 2118500 Pounds, according to the Eſtimate given the Honourable Houſe of Commons, for the Year 1697, at 4 *l.* 5 *s.* *per* Man, *per* Month, for 13 Months; Now if 13 firſt and ſecond Rate Ships, having 8500 Men, and 27 third Rates, having 12150 Men, and 30 fourth Rates, having 5700 Men; being in the whole 26000 Men, as may be computed by the Liſt, Page the 3*d.* beſides Fir-Ships, Tenders, Bomb-Veſſels *&c.* If thoſe Ships were paid off in *October*, and the Men not kept in Pay, (as they ſometimes have been the whole Winter,) the Charge for 3 Months only ſecured, *viz.* from the 1ſt of *November* to the 1ſt of *February*, the aforeſaid allowance for ſo many Men for that time being more then 301500 Pounds, (but computed by Commiſſioner St. *Loe*, at more than 500000 *l.*) might be ſaved to the Nation on that Account, the Ware and Tare as well as the Wages and Proviſions being alſo ſaved, and the Officers and their Servants that continue on Board, not being included in the ſaid Number: And there would remain as a Winter-Guard, and for foreign Service 14000 Men, which would compleatly Man twelve Third, twenty Fourth, twenty Fifth, and twenty Sixth Rate Ships; (as by the Eſtimate of their Complement in the Table, *page* 3,) or ſuch Number of each Rate, as the Government might ſee occaſion to diſpoſe them. But my deſign being not to magnify the Diſadvantages that will attend the preſent Diſcipline of the Navy, nor the Advantages that I hope will accrue by the Alteration of the ſame: Shall ſuppoſe that only 250000 Pounds of the ſaid Sum be ſaved; this added to the Charge of Impreſſing, and Bounty-Money, given to Volunteers for entring, with Impreſs-Money allowed the Captains, according to the Rates of their Ships, for their Expence, and with the Victuals and Wages to Preſs-Gangs, whilſt abſent from the Ships, ſuppoſing it only 50000 Pounds; it will be at leaſt 300000 Pounds *per Annum*, which may with eaſe be ſaved, and the Subjects freed from many other Inconveniencies that attended the late Manner of Impreſſing. But to proceed.

5. Another Inconveniency, is the frequent Riots, Tumults, and Quarrels, that happened as well amongſt the Preſs-Gangs (in Cutting, Hewing, and Knocking down each other) as with the Watermen, Barge-men, Citizens, and others, whereby the King's Peace has frequently been broken, and ſeveral Preſs-Gangs, with their Officers, taken into Cuſtody for the ſame, and bound over to the Seſſions, and ſometimes Murthers committed (*viz.*) the Cooper at *Bayly*'s Place, and

and as I have heard, ſeveral Barge-men above Bridge drowned, &c. to the Scandal and Prejudice of His Majeſty's Service, and the great Diſcouragement of many faithful Subjects, who would, other wiſe have entered themſelves on Board the Ships of War.

6. By this Method many poor Tradeſmen have been impreſſed, and their Servants alſo violently taken from them to their utter ruin, and have been driven from their Families like Dogs, or the worſt of Criminals, without Apparel to ſhift them; and when brought on Board, by reaſon of their Ignorance, Diſcontent, Sloth, and want of Apparel, became diſeas'd and noyſom, and was in all probability, one principal Occaſion of the Sickneſs in the Navy; many of whom after 2 or 3 Months Sickneſs on Board, have been ſet on ſhoar ſeveral times, and maintained at His Majeſty's Charge, and others run away; and thoſe that remained were of little uſe, ſave only to eat the Kings Proviſion, and add to the Nation's Charge. So that the great Charge the Government has been at for Impreſſing on Shoar, has been of little other Advantage, than giving Opportunity to ſome needy Preſs-Maſters, to take Monies for protecting thoſe who were moſt capable to ſerve, and clearing others whom they had no Authority to Impreſs; and to ſave their Credit, and get the 20 *s. per* Man, lately given, have ſent ſome on Board, who being ſuch as aforementioned, were in no wiſe fit for the Service; divers of whom, when carried on Board, have been turned on ſhoar again, many Miles from their Habitations, without any Conſideration for the Loſs of their Time, or Monies to carry them back to their Families.

7. Beſides theſe Diſadvantages that immediately concern the Government, by this Method of Impreſſing, the Prejudice is very great to Trade in general, but eſpecially to this City of *London*, and the Sea-Ports where the Ships of War are laid up. A brief Inſtance whereof may ſerve for Information, *viz.*

In *February* 170$\frac{8}{9}$, Coals were in this City at 22 *s.* 6 *d.* or 23 *s. per* Chaldorn, and Men's Wages to *New-Caſtle* at 30 *s. per* Voyage; but by reaſon of the Preſs in *March* following, Coals were raiſed to 37 *s.* and 38 *s. per* Chaldron, and Men's Wages to 4 *l.* 10 *s.* or 5 *l. per* Voyage; and as ſoon as the ſaid Preſs was over (*viz.*) in *May*, Coals were reduced to 21 *s.* or 22 *s. per* Chaldorn, and Men's Wages proportionable. Now ſuppoſing only 16000 Chaldorn of Coals to be brought to *London*, between *February* and *May*, altho I am informed there was much more imported, the Loſs to this City in that quantity at 15 *s. per* Chaldorn, the difference of the Price is 12000 Pounds, and yet neither the Maſters, nor the Owners of the Ships, uſing the Coal-Trade, had any Advantage thereby, moſt of them being great

great Losers; and many of them lost their whole Stock, or Ships Loading: and divers formerly as well Coal Ships, as Merchant men, being disabled by Impressing their Men, have been in great hazard, and at great Charge to secure them, and some were intirely lost.

I purposed not to mention any Particular Irregularity of Impressing, but being importun'd by some worthy Merchants of this City, and Masters of Ships in the Coal-Trade; I shall briefly relate the Matter of Fact without mentioning the Persons concerned in it, (*viz.*) It was the Practice of some Lieutenants or Officers that were employed to Impress in the late Expedition, (altho in the time of Peace) to take the Boys out of the Colliers, or Coal-Ships, and whip them severely, threaten to *drown* (and otherwise evilly treat) them, to extort a Confession of the Men supposed to be hid on board; and in Ships where the Men have been impressed before, the Punishment was the greater: the Officers still expecting some Confession; of which Practice, divers Masters complained to the Lords of the Admiralty, and were directed by their Lordships to make Oath of the Fact, which they accordingly did: the Issue I know not, only the Gentlemen concerned, fearing the like Practice might be continued, and resenting it as a Breach and a high Violation of the true Liberties of the Subjects of this Realm, desired it might be published to prevent for the future, the Inconveniencies that might attend the same; but as well this as divers of the foregoing Grievances, being beyond my purpose, and I fear too burthensome to the Reader, and pleasing to the Enemies of the present Government. I shall cease the Complaint, and humbly propose an Essay for Redress.

PART II.

SECT. I.

Shewing the Method of Reasons for, and some few of many Advantages that will accrue to the Nation in general, by the making perfect the present Acts for Registring Seamen, &c. as the most probable, if not the only Means to answer the Ends afore-mentioned.

FOrasmuch as the Strength of the Royal Navy doth not consist in the Number of Ships only, it is undoubtedly necessary to have at all Commands, a sufficient Number of able Seamen ready to man them, and that Encouragement is most likely to engage

them to enter, and continue in the Service, is the Judgment of our moſt gracious Soveraign, and both Houſes of Parliament; evidenced by the great Care, both of His Majeſty, and late Gracious and Royal Conſort of Bleſſed Memory, to Contribute thereto in a Noble and Charitable manner; as appears by the perfecting their Pious Intentions, in Devoting and Dedicating in moſt affectionate and pathetical Expreſſions, their magnificent and ſpacious Palace at *Greenwich*, for a Harbour of Repoſe to ſuch Mariners, as by the Hazards of the Wars, and Fatigues of the Seas in Their Majeſty's Service for the Nations Defence, ſhould be maimed, or become impotent and neceſſitous, and alſo to be a Succour to their Families, that they might not labour under any Hardſhips. His Majeſty's Expreſſions being ſo much to the Seamen's Honour and demonſtrating ſuch Affection towards them, I believe it not amiſs to inſert the ſame, *viz.*

" Whereas we are extreamly deſirous, that the Trade, *Navigation*, " and Naval Strength of this our Realm of *England*, whereupon its " Safety and flouriſhing State does ſo much depend, ſhould by all " proper Means be promoted and advanced; and whereas we are per- " ſwaded, that nothing will more effectually contribute thereto, than " the endeavouring by due and fitting Encouragement, to encreaſe the " Number of Engliſh Seamen, as well for the ſtrengthning of our " Navy Royal, and better performing the Naval Service of Us our " Heirs and Succeſſors, as for the ſupplying and carrying on the Oc- " caſions and Buſineſs of our Merchants, and other our loving Sub- " jects, intereſted in Trade, Commerce, Fiſhing, Plantation, Diſco- " very, and other Affairs relating to Navigation. And whereas the " Sea-fairing Men of this Kingdom, have for a long time diſtinguiſhed " themſelves throughout the World by their Induſtry and Skillfulneſs " in their proper Imployments; and by their Courage and Conſtancy, " manifeſted in Engagements and Hazards for the Defence and Ho- " nour of their Native Country, and nothing is more likely to con- " tinue this their Antient Reputation, and to invite greater Numbers " of our Subjects to betake themſelves to the Sea, than by making " ſome Competent Proviſion that Seamen, who by Age, Wounds, and " other Accidents, ſhall become diſabled for further Service at Sea, " and ſhall not be in a Condition to maintain themſelves comfortably, " may not fall under Hardſhips and Miſeries, but may be ſupported at " the Publick Charge; and that the Children of ſuch diſabled Sea- " men, and alſo the Widows and Children of ſuch Seamen as ſhall " happen to be ſlain in the Sea-Service, may in ſome reaſonable man- " ner be provided for, and educated, *&c.* Whereas having frequently

" reflected

" reflected upon the Premiſes ſince our Acceſſion to the Crown, we " have determined with Our Selves, to Erect and Eſtabliſh Our Hoſ- " pital for the Purpoſe aforeſaid; and although by Reaſon of the Ex- " penſive War in which We have been, and are at preſent engaged; " We have not been able to carry on the ſaid Good and Pious Purpoſes " to ſuch Effect as We have deſired, yet in order to begin to put the " ſame in Execution, We, and our late moſt dear Conſort the Queen, " did by Our Letters Patent under Our Great Seal of *England*, *&c.*

And how far the States of the Nation, *viz.* King, Lords, and Commons in Parliament Aſſembled, were affected with the State of the Navy, and what Care was by them taken, and Proviſion made for the Encreaſe and Encouragement of Seamen, is very evident by the Acts for Regiſtring of them. The Reaſons (by way of Preamble) as Grounds, and Motives for the ſaid Acts, are as followeth, *viz.*

" Foraſmuch as the Strength and Safety of His Majeſty's Domini- " ons do much depend on the ſupplying His Royal Navy, with a " Competent Number of able Seamen, which may be ready at all " times for that Service.

" To invite great Numbers of His Majeſty's Subjects to betake " themſelves to Sea; it is fit ſome Proviſion ſhould be made, that " Seamen, who by Age, Wounds, and other Accidents, ſhould be- " come diſabled for future Service at Sea, and ſhall not be in a Con- " dition to maintain themſelves comfortably, may not fall under Hard- " ſhips and Miſery, but may be ſupported at the Publick Charge, and " that the Children of ſuch diſabled Seamen; and alſo the Widows " and Children of ſuch Seamen who ſhall be ſlain or drowned in Sea- " ſervice, may in ſome reaſonable manner be provided for: His Majeſ- " ty, and Her late Majeſty determined, that an Hoſpital ſhould be " Erected and Endowed for the Purpoſes aforeſaid, *&c.*

By this it appears as aforeſaid, to be the Judgment of His Majeſty, and the Great Council of the Nation, that Encouragement is the only Inducement to engage the Seamen to the Service; (maugre the Opinion of thoſe that would introduce Hardſhips and Puniſhments in its ſtead.) I ſhall therefore for the effecting my Purpoſe, *viz.* demonſtrate the Facility of manning the Navy at all times, with more Certainty and Expedition, yet with leſs Charge than formerly. Firſt, Give a ſhort hint of the Immunities and Priviledges granted by the Acts. 2*dly*. Give ſome few Reaſons and Cauſes, why the ſaid Acts have not had the deſired Succeſs, and humbly ſhew that the perfecting the ſame

which is my preſent Aim) will effectually anſwer the Ends propoſed.

And 1*ſt*. I ſhall Conſider the Immunities and Priviledges, *viz.* It is provided, by the Acts, that every Regiſtred Perſon whether Landmen or Seamen, to the number of 30000, Commiſſion and Warrant-Officers excluded, ſhall have 40 *Shill. per Annum*, both at Sea and on Shore, as well in times of Peace as War; whether in His Majeſty's or Merchants Service! That they ſhall have two Months Pay in every ſix Months, whilſt on foreign Voyages, paid to their Relations, for their Support in their Abſence! That they ſhall have a double Share of Prizes! That in caſe of their Death whilſt on foreign Voyages, their Executors or Adminiſtrators, ſhall receive their Wages without waiting for the Return or Payment of the Ships! That ſuch only ſhall be perferred to Commiſſion, Warrant, and Petty-Offices in His Majeſty's Navy! That they ſhall be exempt and free from all Parochial and Peace-Offices, or being Aſſeſſors or Collectors of Taxes, and from ſerving on Juries and Inqueſts, or as Soldiers in the *Militia*; with other Encouragements. (Yet notwithſtanding theſe Priviledges (which engaged many Perſons who never deſigned to enter into, neither are proper for the Service at Sea, to Regiſter themſelves) yet (as I am credibly informed) there are not 20000 Regiſtred, Officers included, which is far ſhort of the Expectation of that Auguſt Aſſembly; They having provided for the firſt 30000, excluding Officers; and that the Number of the Regiſtred Seamen exempting Officers; ſhould at no time exceed 30000 expecting that the Generality of Seamen in *England* would be very free to Regiſter themſelves, conſidering the aforeſaid Immunities and Advantages granted them by the ſaid Acts. And that a far greater Number were expected to Regiſter than what are, will further appear by the unparallel'd Charitable Donation of the ſaid Royal Famous Fabrick, the ſpacious *Hoſpital* of *Greenwich*, and the ample Proviſion made by the ſaid Acts, to ſupport the ſame; being as a Harbour ſo Capacious, and well Provided, that it may receive into, and ſuccour in, and by it, all the diſtreſſed Seamen of the Nation (and their Families) that have a Right thereto, by Virtue of the ſaid Acts; but more of this in its proper place: And ſhall at preſent conſider ſome of the probable Cauſes, or Reaſons, why the ſaid Acts have not had the deſired Effect; the moſt Principal ones, I fear, are firſt, the Seamens Treatment in the Particulars before mentioned at large, which ſhall not repeat.

2*dly*. The want of the Execution of, and the Uncertainty that remains to the Prejudice of the ſaid Acts, and rendring the ſame in a great Meaſure uſeleſs, with reſpect to the Purpoſes for which they were intended.

First, For the Non-performance of the ſaid Acts, or due Execution of them.

Whereas it is provided as aforeſaid, That all Regiſtred Men (the Officers excepted) not exceeding 30000 in the whole, ſhall have 40 *s. per Annum*, whether at Sea, or on Shoar, Peace or War, They have not as yet received one Penny, although the ſaid Allowance commenced according to the ſaid Acts, above 5 Years ſince.

Secondly, Whereas it is alſo provided, That the Friends and Relations of ſuch Regiſtred Seamen as ſhould be abſent on foreign Voyages, ſhould receive for their Subſiſtance, during ſuch Friends or Relations Abſence, two Month's Pay in every ſix Months they ſhould be ſo abſent; This alſo was never yet complied with.

Thirdly, Whereas 'twas alſo enacted, That the Friends and Relations of ſuch as died on foreign Voyages, their Executors or Adminiſtrators, ſhould receive the Wages of ſuch deceaſed Friends and Relations, without waiting the Return, or General Pay of the Ship; this Clauſe hath alſo been ſo reſtrained, (contrary to the Genuine Intent and Conſtruction of the Act) that few have received the Benefit thereby intended. For Example,

1*ſt*. Thoſe that have been bound out on foreign Voyages, and died before their Departure from *England*, are refuſed the Benefit of the Acts, and are obliged to wait for the Payment of the Ships.

2*dly*. Thoſe that have been on foreign Voyages, and return'd to *England*, and died in any Road or Harbour in the Land, or have been ſet on ſhoar, and died of the Sickneſs contracted in ſuch Voyages, are alſo denied the Benefit of the Acts, becauſe they died after their Return into *England*.

3*dly*. Thoſe alſo that have proceeded on foreign Voyages, and continued many Months on Board one Ship, and have afterwards been turned over into other Ships, and in a ſhort time died there; only the Wages for the ſhort time which ſuch Perſons were in the laſt Ships, have been paid their Executors, and the Wages due for the time they were in the firſt Ships, has been refuſed, till the General Pay of the ſaid firſt Ships.

4*thly*. All thoſe that die in Voyages to *Holland*, *France*, the *Narrow Seas*, *&c.* are denied the Benefit of the Acts, ſuch Voyages being not accounted foreign Voyages.

5*thly*. The Friends and Relations of all Commiſſion and Warrant-Officers that die on foreign Voyages, ſo accounted, are denied their Wages till the Payment of the Ships; it being alledged they are not to have the Benefits of the ſaid Acts.

Indeed the Encouragements aforeſaid did at firſt engage a great many able

able Seamen to Regiſter themſelves, as well as many others, as aforeſaid, that neither had, nor ever intended to uſe the Seas, *viz.* Coblers, Barbers, Alehouſe-keepers, and ſome grave Seniors who could well digeſt the 40 *s. per Ann.* and to be exempt from all Services and Duties on ſhoar, and knew if they ſhould be called for (which they never expected) they could handſomely come off with the Complement of being old, that they are in great Buſineſs on ſhoar, pay great Taxes; and many other the like Excuſes, which for brevity ſake, I ſhall omit: And as for other Tradeſmen, having a Stall for a Quarter, and a Room by the Week; they know how to avoid going to Sea, by a ſmall Remove, without Notice; And are well aſſured that at the moſt, they could only loſe 40 *s. per Ann.* which they never deſerved; and that all they ſhould receive on that Account would be clear Profit. Now theſe Encouragements, as aforeſaid, being generally and equally given, as well to Maſters-Mates, and other Petty-Officers (whoſe Imployments are genteel, and their Wages from 30 *s.* to 3 *l.* 5 *s. per* Month; who for the Benefit of the ſaid Imployments, are ready to enter themſelves.) As to the ſaid Barbers in their Shops, Coblers in their Stalls, and Alehouſe-keepers by their Fire-ſides, and ſome grave Seniors as aforeſaid; and ſo many Taylors, Weavers, and other Land-Lubbers (as the Seamen term them) who did go to Sea; but in bad Weather, and hard Gales of Wind (when the able Sailors, like true Sons of *Neptune*, are moſt Vigorous and Brave) lay like Swabs in the Scuppers (as not worthy the Hatches to lie on) and as ſo many Stumbling-Blocks in their way; for theſe Reaſons the common able Seamen, who alone bear the Burthen, and undergo the whole Fatigue, can hardly perſwade themſelves, that they have due or equal Encouragement by the ſaid Acts; now whether theſe things added to what is aforeſaid, have not obſtructed the Seamens Regiſtring, I ſhall ſubmit to better Judgment.

But by what Means ſoever, it happens (as I am informed) there are not as aforeſaid, 20000 Men in all Regiſtred, and ſcarce one third part of Thoſe able Seamen. The Officers and their Servants, and the Tradeſmen and Land-Men conſidered, with the Number of Regiſtred Men that are dead ſince the Acts commenced, or are already in the Navy; but few Regiſtred able Seamen will be found at this Juncture for the Service, which with ſome other Matters, that I conceive worthy of Conſideration, in that they leave the Government at an uncertainty, with reſpect to the finding thoſe that are Regiſtred, and if they could be eaſily procured, would be, as aforeſaid, but a ſmall Proportion comparative to the Number wanting: ſo that it is evident the Regiſter Acts do not anſwer the End deſigned. And this ariſes principally from two Cauſes. Firſt,

First, In that the Acts are not general, but leave all Men to their Liberty, whether they will Regiſter or not: And Secondly, Thoſe that are Regiſtred, having Liberty to go to Sea in our own Merchant-Ships or Foreigners (undiſcovered) and conſequently may leave the Nation; and thoſe that live on ſhoar, and Regiſtred themſelves for the aforeſaid Advantages only, being capable by Removing to any other part, to follow their Callings without Diſcovery, or the leaſt Suſpition of their being Regiſtred: For theſe Reaſons it is to be feared, if the Government ſhould now call for them, as Regiſtred Men, they would not more readily appear, than in *February* and *March* 1700, when a Months *Gratis*-Money, or Bounty was promiſed, without Diſtinction; And although the Number then wanted was much leſs than the Number Regiſtred, the Government did not think meet to ſummons them, but the Preſs was very ſevere, and the Methods thereof in ſome Meaſures differed from what was practiſed in the late War: For notwithſtanding Liberty was given for Men to enter themſelves as Volunteers, till the 26th of *March*; the Preſs, as I am credibly informed, began the 7th or 8th of the ſame Month, and altho the Peace continued, the Cruiſing-Ships have preſs'd from home-ward bound Ships ever ſince; and yet the Fleet that was then imployed, not ſo well manned, as might have been hoped, they would have been, without thoſe Methods. Wherefore it being evident, That there will now be occaſion for more Men than there was the laſt Spring; (the Honourable Houſe of Commons having already voted 40000) for the Service of this preſent Year 25000 whereof, as I am informed, are yet wanting, there being but 1500 at preſent imployed. Now, that the Seamen may be engaged as well as obliged to enter into the Service, that their Grievances may be removed, and they have due Encouragement, and yet the Nation ſave 300000 *l. per Ann.* in time of War, which is near as much as was ſaved (as it is termed) by the unreaſonable Q's and R's, during the late War; of which for the future, I hope there will be little Occaſion, And that the Nation's Wealth, Strength, and Honour, may be preſerved, and increaſed, I ſhall humbly propoſe, as an Effectual Means, to compleat the ſame, the making perfect the preſent Acts for Regiſtring Seamen, by making them General or Univerſal within this Kingdom; which if the Wiſdom of the Nation, and the Government, think meet, it may be extended to others of His Majeſty's Dominions: For which purpoſe I humbly preſume, the Officers now imployed, and Offices erected for putting the preſent Acts in Execution, with thoſe that are in His Majeſty's Pay already, and the Addition of a few Clerks, (the Charge whereof will not be great, nor the Form differ much from that now

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uſed in the Regiſter-Office, and yet) will be ſufficient to perfect the ſaid Acts, and anſwer the End propoſed, *viz.* If the Great Counſel of the Nation ſhall think meet to provide and enjoin by an Act: The Miniſter, Church-wardens, or ſuch other Parochial or Peace-Officers, or principal Inhabitants, as ſhall be thought neceſſary in every City, Town, Burrough, Sea-port, Precinct, Diviſion, and Pariſh, to take, and keep at all times to come, a perfect Account of the Names, Sirnames, Ages, Complexions, and Diſtinctions of every Mariner, as well Maſters of Ships, as other Sea-faring Men, Fiſher-men, Watermen, Barge-men, Hoy-men, Keel-men, and Boat-men, and of all Ship-wrights and Caulkers, Sayl-makers and all others, whoſe Imployments and Callings immediately depends on the Water (or the ſaid Trades, they being alſo ſerviceable in the Navy) which at the time of the Execution of the ſaid Act, or at any time, enſuing the ſame, ſhall inhabit, ſojourn, or reſide within their reſpective Cities, Towns, *&c.* and to keep a diſtinct and perfect Book, or Regiſter thereof, in ſuch manner as that Auguſt Aſſembly ſhall ſee meet, which may be kept as other Parochial or Church-Regiſters are, or ought to be, and Copies thereof tranſmitted at convenient times to the General Regiſter-Office in *London*, and the next adjacent Sea-port, to ſuch City, Town, *&c.* or ſuch of them as ſhall be directed; (if ſuch Town be not a Sea-port) that this, or ſuch other Method of the like Nature as that Auguſt Aſſembly ſhall ſee meet to direct, for aſcertaining the Numbers of ſuch Perſons in each place, will undoubtedly anſwer the End propoſed, *viz.* to Man the Navy with Expedition, and ſave the Nation great Sums, *&c.* as will appear by what follows, *viz.*

1. Hereby we may know the Number of the Perſons that are of the Callings aforeſaid, within this Kingdom in general, and how many are in each place, and conſequently what *Quota* is proper for them to find, and thoſe may by Summons, or other publick Notice, be obliged to appear under ſuch Penalties as ſhall be limited, whereby the Dilatory Way and Charge of Impreſſing, and many other Inconveniencies will be prevented, with the neceſſary Expence of the leaſt (but moſt advantagious part of the former Charge) *viz.* (Conduct-Money) and that without Prejudice to any, and with great Advantage to *Navigation*, and Trade in general; which, by reaſon of the former Practice of Impreſſing was greatly obſtructed, eſpecially as aforeſaid, in the Sea-Ports adjacent to the Navy, and that not only with reſpect to the Advance of Wages, but oftentimes after great Sums have been laid out to equip Ships for the Seas, their Men have been all Impreſt, and their Voyages overthrown, and ſometimes their Men have been Impreſt, when their Ships were not in Safety, and the Ships

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and Cargoes by that Means loſt, with many other Diſadvantages too numerous to inſert, which by ſuch Act and Method would be prevented. For Example, Suppoſe there is within this Kingdom 120000 Men, of the Callings and Imployments aforementioned, as ſome have computed, and that 40000 being 2 fifth parts of them are ſufficient effectually to Man the Navy (but whether more or leſs, is not ſo material; foraſmuch as the Navy muſt be man'd, and that the intent of this Subject is as aforeſaid, that it may be done with the moſt Expedition and Equality, and leaſt Charge to the Nation;) and ſuppoſing in the City of *Briſtol*, and Parts adjacent, there are 3000, two fifth parts whereof are 1200, which at the utmoſt Extremity will be their *quota*, and there will be 1800 remaining to carry on the Merchants Trade; who, with the help of ſuch Land-men as would gladly uſe the Seas (were they not affrighted by the Hardſhips aforementioned) would be ſufficient for that Service, eſpecially conſidering they would be able to proceed about their Buſineſs without hazard of Impreſſing, but conſidering the Number of Seamen already imployed in the Service, and the Officers and their Servants that will be imployed in the Ships that are now to equip, and many Land-men that will enter themſelves; their *quota* will not amount to 500 Men, and thoſe may with much eaſe be raiſed in few days as aforeſaid, and thoſe will in probability be the youngeſt Men; it being for the Advantage of every Place to ſend thoſe who have the leaſt Families, and Charge, and would by that Means leſſen their Poors Rate, which will alſo be of great Advantage to the Nation, for the young men, during the late War, having no ſettled Habitations, could with eaſe, and often did abſcond until the Preſs hath been over, and then having the opportunity of going long Voyages in Merchant-Ships, eſcap'd the Service; which Practice by ſuch Act will be prevented. But foraſmuch as divers Objections may ariſe againſt ſuch Act, and that I find two principal Ones in the ſaid Treatiſe of the honoured Commiſſioner *Geo.* St. *Loe*'s; wherein inſtead of a General Regiſter, ſome other Method is propoſed, which I ſhall not mention, but proceed to the ſaid Objections.

And the firſt is, That there is no Occaſion for ſuch General Regiſter: But this being anſwered by the Nation's Experience. I ſhall proceed to the ſecond; which is, That ſuch Act would be very difficult: Which I ſhall conſider, and anſwer thus. As for the Difficulty, it muſt ariſe either from the Trouble or Uncertainty that will attend the taking and keeping ſuch Regiſter, or in finding out ways to oblige the Seamen to go into the Service, when thus Regiſtred; both which ſeeming Difficulties, with many others which might be mentioned,

I doubt not but to clear, and demonſtrate the Facility of bringing the ſaid Regiſter Acts in a very ſhort time to great Perfection: And firſt, as for taking ſuch Account, or General Regiſter, as aforeſaid, it may be done by the ſame Perſons, and in like manner at the ſame time, (if it ſhall be judged convenient) as an Account is taken for ſuch Tax as ſhall be laid on Land, Houſes, *&c.* the Aſſeſſors being obliged to go to every Houſe to inform themſelves of the Rent, Inhabitants, *&c.* they may with much eaſe take ſuch Account of the Perſons aforeſaid, as required: And to the Regiſter-Office it will be little trouble, and not more difficult than the preſent Method, by reaſon the Method intended need not differ much from the Method now in Practice, and yet be ſufficient to perfect the Acts, and make it of great Advantage; which will appear by the following Anſwers to ſome other Objections (*viz.*)

2*dly*. It may be objected, that many Seamen will be abroad when ſuch Regiſter is taken, and conſequently leave the Regiſter imperfect, by reaſon of their not being Regiſtered.

Anſwer: This may very eaſily, and in a ſhort time, be remedied by ſuch Method of this, or the like Nature, as ſhall be judged proper (*viz.*) an Account may be taken at the return of every Ship from Sea into any part of this Kingdom, of the Names, Sir-names, *&c.* of every Sea-faring Man that belongs to them; and this may be done by the reſpective Surveyors, or Officers, appointed to put in Execution the Act for preſerving our Navigation, whoſe Duties it is to viſit every Ship, and take an Account of the Mariners, that the Maſters may not employ more Foreigners than that Act allows. But whether by theſe, or any other Officers, it may with eaſe be done; but I preſume it will be a certain and infallible Means to perfect the ſaid Act, if it be provided that no Maſter or Commander of any Ship or Veſſel, or any others, holding, or uſing the ſeveral Callings or Employments aforementioned, ſhall Receive, Entertain, or Employ any Perſons in any of their Ships, Veſſels, Barges, *&c.* or in, or about the ſaid Employments (except as Labourers only, and diſtinct from the proper Arts, Workmanſhip, or Buſineſs of the ſaid Callings) unleſs the Perſons ſo to be employed be firſt Regiſtered, and a regular Certificate thereof produced, in from, as ſhall be appointed; and if any Perſon ſhall preſume to entertain in any of the Services or Employments aforeſaid, any but Regiſtered Perſons, both the Perſon ſo employed, or ſerving, and the Perſon that employs him, may ſuffer ſuch Penalties or Fines, as by the ſaid Act ſhall be provided, and as by the preſent Act is provided againſt undue Regiſtring, falſe vouching, lending Certificates, *&c.* or ſuch other Penalty as ſhall be inflicted; ſo that by this means all that depend on the ſaid Employments, would

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be obliged to Regiſter themſelves, or could not follow the ſame; and thoſe Perſons by the following Method, or ſuch like, will readily be found on any occaſion, if within the Kingdom, and if not in the Kingdom, it will appear where they are, thus; If the Commander of every Ship outward bound (whoſe Duty it is to give his Owners) a Portlige Bill (as they commonly call it) *viz.* an Account of the Names, Sir-names, Offices, and Wages of their Ships Company, the Regiſter Number only of each Perſon being added to ſuch Account, and Duplicates thereof, delivered to the Officers of each Port where the Ship ſhall clear the like at their Arrival and Return, (as by the preſent Acts they are obliged to do upon Oath, if required;) one of which Accounts, or Duplicates, being ſent up to the general Regiſter-Office, would anſwer the End propoſed, and be otherwiſe very advantageous, as might eaſily be made appear.

3*dly*. It may be objected, That as well Foreigners as His Majeſty's Natural-born Subjects that do not immediately belong to the Kingdom of *England*, not being compriſed within this Act, nor their Companies obliged to Regiſter themſelves; the Regiſtred Seamen may ſerve on Board ſuch Ships undiſcovered, and conſequently avoid the Service, and if ſo inclined, leave the Nation. This Objection I conceive may be thus removed, if it be provided that no ſuch Foreigners, nor others, under ſevere Penalties, receive on Board any but the proper Companies that they brought in with them, without Notice given to, and ſpecial Licenſe obtained from, the Commiſſioners for Executing the Act, and Security may be taken for the Performance. The Parallel Caſe we have, by our Commanders giving Security in our own Plantations, not to carry off Inhabitants without Licenſe; and further, to prevent any Fraud or Colluſion, a certain Protection or Certificate might at their firſt Arrival be given them of the Names, Sir-names, *&c.* of their Companies, and the ſame deliver'd up again at their clearing from ſuch Port as they ſhall depart from; the Charge whereof would be ſmall, and might be defrayed by the ſaid Foreigners: It is therefore evident, that ſuch Proviſion being made, and the Act duly executed, as I am well perſwaded it may with Eaſe, (and ſmall Charge to the Government) be done, as might more plainly be demonſtrated, if the deſigned Brevity of this Treatiſe would admit: And would undoubtedly anſwer the End propoſed (*viz.*) make the Regiſter-Acts perfect, ſerviceable, and of very great Benefit to the Nation in general; as will appear by ſome few of many, I may ſay, almoſt innumerable Advantages that would attend the ſame.

1*ſt*. By this Method the whole Navy may be Man'd in forty Days at moſt; the Seamen after Summons being able to repair to the Pla-

ces ordered in that time from the remoteſt parts of the Kingdom; and by ſuch ſpeedy Equipping the Navy, or any particular Squadron, the Nations Enemies will be prevented from taking thoſe Advantages they obtained during the late War, by the delatory Proceedings for want of Men; their Fleet having been earlier at Sea than ours, to the hazard of the greateſt part of the Navy, as afore hinted; and as for our Squadrons deſigned for particular Services, they have been ſo long Equipping and Manning, that our Deſigns have been often diſcovered, and the Enemies had Opportunities to oppoſe them; by which Means whole Fleets under ſtrong Convoys, have been defeated and ſcattered, and many deſtroyed, as before mentioned, which by ſuch ſpeedy Equipping and Manning of them would alſo be prevented.

2*dly*. This would prevent the great Charge and Inconveniencies of Impreſſing; and the Officers and Mariners formerly employed in thoſe Services, would be very ſerviceable in fitting their reſpective Ships for the Sea, as aforeſaid; and thoſe that are to ſerve would alſo be obliged to repair on Board within the time limited, and ſo prevent the Charge of their Wages and Proviſions, for ſeveral Months before they arrived at their reſpective Ships, as it often happened during the late War, and will alſo prevent their being taken in thoſe Preſs-Veſſels, and not only ſecure their Service, but alſo ſave the Freight and Charge of ſuch Veſſels, and their Companies, and likewiſe the value of the Veſſels if they ſhould be taken, as it often happened in the late War: The Charge whereof, (as before mentioned, being computed to amount to very great Sums) by this Means would alſo be ſaved to the Nation.

3*dly*. This would prevent the keeping our great Ships in Pay the whole Winter, or putting them in Commiſſion and Pay in *December*, or the beginning of *January*, and yet not compleatly Man'd in *May*, tho three or four Preſs Veſſels, Officers and Gangs for each firſt and ſecond Rate, and two or more for the third Rates, have been the whole time employed in entring Volunteers, and Impreſſing Men all over the Kingdom; the which alone being prevented, would ſave to the Nation more than the 300000 *l. per Ann.* aforeſaid; as every Ingenious Reader may with eaſe demonſtrate and prove to his own Satisfaction; and was by Commiſſioner St. *Loe*, computed at more than 500000 *l. per Ann.* as aforeſaid.

4*thly*. This will make the Burthen of the War more equal, and conſequently more tolerable to the Trading part of the Nation, eſpecially to the City of *London*, and Places as aforeſaid adjacent to the Navy, not only with reſpect to their Safety in their Voyages, and extravagant Charge to Men of Wars-Men to bring their Ships up a few

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Leagues when their Companies are Impreſt, and the Loſs of great Sums expended to fit them to Sea, in overthrowing their Voyages by Impreſſing their Men when ready to ſail, but alſo by reducing the extravagant Wages at ſuch times given in the aforeſaid Places, more than others. For Inſtance, The Traders between *New Caſtle* and *London* were forced to give to Pentioners, and other decripped, aged, and diſabled Men 7 and 8 *l.* a Voyage, and 55 *s.* or 3 *l. per* Month to very ordinary Men in Merchants Ships; and indeed if any others were employed by them, they would immediately be impreſs'd from them; and at the ſame time in Places more remote, they gave but 40 *s. per* Month to able Seamen that ſailed in their Merchant Ships, and little more to thoſe in the Coaſting Trade, than in time of Peace; the Reaſon whereof is plain (*viz.*) the Impreſt-Veſſels that went to thoſe parts to Impreſs, were but few, and they could not ſtay many Months there, eſpecially finding few Seamen; for they by abſconding 6 Weeks, or 2 or 3 Months at moſt, could avoid the Preſs; and when the ſaid Veſſels were gone, could return, and take the Opportunity of going abroad, and ſo eſcape the Service which occaſioned the ableſt Seamen to retire to thoſe Places, and by that means our Merchant Ships belonging to this City, have been ſo pittifully Man'd, that many have been taken by the Enemy, which would otherwiſe have made a good Defence.

5*thly*. This would encourage the Maſters, and others in the Coal-Trade (which is not the leaſt Nurſery) to breed up Seamen, eſpecially if it were provided, that no Apprentice ſhould be ordered into the Service, till he had ſerved ſuch Term of his Apprencice-ſhip as ſhould be judged meet, and to prevent any Fraud, it ſeems convenient to Regiſter every Apprentice as the time of his Binding, and diſtinguiſh him as ſuch, which would alſo be of great Advantage to the Maſter; who by that means would have his Wages ſecured to him; and know from time to time where ſuch Apprentice was, and would give him the Advantage of ſuch Apprentices Service till they were fit to ſerve His Majeſty.

6*thly*. This Method would prevent the many Frauds and Injuries that happen to the Seamen, their Friends and Relations, for want of ſuch diſtinction; there being many times 5 or 6 of one Name in a Ship, and ſome of them happen to be made Run, others die, or are turned over into other Ships, and frequently receive each others Wages, *viz.* the Perſon that is run receives the Wages of him that did not run whereby he loſes the ſame; and the Friends of thoſe that are abſent or dead, not being able to diſtinguiſh, whether the firſt, ſecond, third, *&c.* was their Relations, have been denied their Wages, which by the

Regiſter

Regiſter-Number alone would be prevented; but forasmuch as a larger Volume than this preſent Tract, would not contain the Advantages that would accrue to the Nation in general by ſuch Acts, being as aforeſaid, almoſt innumerable; I ſhall leave the Candid Reader to conſider the ſame, with two Objections more that have been made againſt ſuch Act.

Firſt, That the Seamen's Freedom and Liberty, as Engliſh Men, (by the right of *Magna Charta*, and the Eſtabliſh'd Laws of the Realm) exempt them from being impreſs'd, or otherwiſe compell'd into His Majeſty's Service.

Secondly, That ſuch an Act will tend to the infringing of His Majeſty's Royal Prerogative; both which I ſhall with all Submiſſion to the Learned anſwer thus.

Firſt, As for the Seamen's Freedom, *&c.* it cannot be no longer maintained than defended againſt a common Enemy when invaded; and were it not for the Seamen, (who as afore-hinted, are the Strength or Bullwarks of the Nation) ſuch Defence could not be made: Therefore the Laws of all Nations, as well as the Law of Nature, and that inherent Inſtinct of Self-preſervation, demonſtrates it to be the Duty of every Subject to defend and maintain to the utmoſt of their Power, and in their proper Stations, the Common-Weal of the Nations, to which they are allied, conſequently the Seamen in theirs, and to that very End the Regal Power and Prerogative is exerted (*viz.*) to cauſe all in times of Danger and Neceſſity, or a ſuffiicent Number at leaſt, to ſuccour and defend the whole; and as for the Royal Prerogative, ſuch Act will rather confirm than infringe, by obliging the Subjects more readily to appear when required by the Royal Command, and much more agreeable to the Regal Dignity, Peace, and Authority, than the former Practice of Impreſſing: The Injuries which occur'd by the Irregularity of the ſame, would have been more intolerable, had not the Perſons that ſuffered thereby, ſacrificed their private Intereſt to His Majeſty's Honour, the advancing and encouraging His Service, and the Nations Welfare.

Many more Objections might be raiſed, and (I doubt not) with the former be more fully anſwered; and many more, I may ſay, as before, almoſt innumerable Advantages that will attend ſuch Regiſter be proved; but not conſiſting with my preſent intended Brevity, I ſhall avoid incerting of them: And if it be asked, how the able common Seamen (who I preſume, are the principal Perſons that now ſuffer) may have due Encouragement; to this I anſwer, they may have ample and due Encouragement in time of War, and equivalent with

that

that now granted and confirmed by the Regiſter-Acts, with leſs Charge to the Government, and more Satisfaction to the Seamen, (*viz.*)

The preſent Act provides, as aforeſaid, for 30000 Men at 40 *s. per Annum* each, being 60000 *l. per Ann.* which as aforementioned, is equally deſigned for Maſters-Mates, and all other Petty-Officers, Ordinary Seamen, and many Land-man, who clandeſtinly for the Benefits aforeſaid, have Regiſtred themſelves, notwithſtanding their Circumſtances are ſuch as will not admit them to go to Sea; theſe, as aforeſaid, having as much right, as well to the 40 *s. per Annum*, both in Peace and War (although they never were at Sea, or at leaſt ſince they were Regiſtred, nor ever intended to go there) as to all other Benefits of the Acts, as the able common Seamen have, who bear the Burthen of the Day, the Fatigue of the Storms, and heat of the Battles, and were as aforeſaid undoubtedly the principal Perſons intended by that Auguſt Aſſembly to be incouraged: If therefore the Wiſdom of the Nation ſhould ſee meet to give the common able Seamen ſome other Incouragement, by way of Diſtinction from thoſe that are undeſerving, I mean, thoſe Barbers, Coblers, Tinkers, *&c.* and from others much better provided for, as Petty-Officers, and that as much, or more to the common Seamen's Satisfaction, yet with leſs Charge, and much Advantage to the Nation as aforeſaid, than what is provided by the preſent Regiſter-Acts, the Common Seamen would be better ſatisfied than now they are: And indeed in time of Diſtreſs, to have many who go under the Name, and have equal Encouragement with able Saylors, to lie as ſo many Stumbling-Blocks in their way, they cannot behold without great Regret; And it is judged by many, that the Ignorance of thoſe, and their Inability, to help in times of Diſtreſs, has occaſioned the Loſs of many of the Royal Navy. We having loſt, during the late War, a better Navy than *France* could boaſt of, not many Years ſince, and are, as I am informed, many more than were loſt in all the Wars beſides for 50 Years paſt; but I ſhall forbear to inſert the Number of them; Wherefore if ſome Conſideration or Allowance were given only, or principally to the ſaid common able Seamen in lieu of the ſaid 40 *s. per Annum*, and that only for the time they are actually in His Majeſty's Service, and to be paid with, and as an Advance to their Wages, it would anſwer the Ends aforementioned. For Example; Suppoſe the Great Council of the Nation ſhould think meet to add in times of War 3 *s. per* Month, to the able Seamen's Wages, and ſuppoſing them to be 20000, this would amount to 39000 *l. per Annum*, if they were all employed the whole Year; but by the preceeding Propoſition, nigh one fourth part of that would be ſaved by the Men's Diſcharge,

when

when the great Ships are laid up in time of War, and more than one half if it ſhall be thought neceſſary to give the ſame in time of Peace, and no Perſon has any Ground or Colour of Diſcontent for not having Wages without Work or Attendance, as is the Caſe of the 40 *s. per Annum*, War and Peace, and if it be thought proper to give ſome Encouragement to the Ordinary Seamen, and ſome of the Petty Officers, it would not amount to near the Sum that is now appointed, both in War and Peace. I ſhall add to what is aforeſaid, as a further Encouragement for the Seamen in general, the Project of a late Member of the Honourable Houſe of Commons, for making Seamens Tickets more Current, and in good Eſteem, *viz.*

An Humble Propoſal *to the Honourable Houſe of Commons, with reſpect to the Seamens Wages for the Year* 1700.

THere being allowed for the Year 1700, for the Service of the Navy ſeven thouſand Seamen, Officers included, whoſe Wages amounts to 150000 *l.* little more or leſs; If the ſaid Officers and Seamen be immediately diſcharged, after their Arrival into Port, with Tickets ſigned, as herein after is deſcribed, and ſuch Tickets be made current in all the Publick Revenues (that are not already appropriated) with Intereſt at Two and a half *per Cent*, till diſcharged in the Courſe of the Navy.

Theſe following Advantages will ariſe thereby;

I. Very great Sums will be ſaved to the Nation, which muſt otherwiſe of neceſſity be expended for Wages and Proviſions, before Monies can be ſent to *Plymouth*, *Portſmouth*, &c. to pay the Seamen, as was in like Caſe for Admiral *Aylmer*'s Squadron, and the *Weſt-India*, and other Ships, ſome of which were laid up, and kept in Pay near two Years for want of Money to diſcharge them.

II. The great Charge of ſending Monies to the ſaid Places, and of the Commiſſioners and Clerks to attend the Payments, will alſo be prevented.

III. The Intolerable Charge and Fatigue which the poor Seamen their Wives and Relations have been expoſed to in Travelling to the aforeſaid Places; and their being abſent many Months from their Habitations, waiting for the Ships payments, will wholly be prevented.

IV. The

IV. The great Loſs which the Seamen and their Families have ſuſtained by ſelling their Tickets through Neceſſity, (ſome having loſt Seven, and others above Ten ſhillings *per* Pound, an Oppreſſion that cries aloud for Relief) will be ſaved to them, and the Trade of Ticket-buying deſtroyed, and the Frauds that often happen will be prevented, and the Seamens Tickets, after Signed and Confirmed, will be ready Moneys to them in all Parts of the Kingdom, being provided for by Parliament.

V. This will take off for the future all occaſion of Clamours, on account of Q's and R's, and can be no more a Vexation to the Honourable Houſe of Commons or Commiſſioners of the Navy; and whatever may be ſuppoſed to occaſion the Seamens deſerting the Nations Service, the want of their Pay has been one Material Cauſe thereof.

VI. If Two ſhillings *per* Month be added to the Common Seamens Pay, the ſame (with the Encouragement of a regular Diſcharge *per* Currant Tickets, as aforeſaid) will be a means to Man our Navy, in caſe of another War (which God forbid) without Impreſſing, and thereby ſave to the Nation a great Sum *per An.* which muſt otherwiſe be expended on that Account: And although there be four times the Number of Seamen employed, the ſame Method may be preſerved, or every Year renewed by Act of Parliament.

If it be objected, That the Tickets will be a Paper-Credit without a Fund, that cannot be ſuppoſed, if it be already provided for: But grant it were not. The Tickets, as they now are, are a Paper-Diſcredit both to King and People; And it is better to give Two and a half *per Cent.* by way of Intereſt, (which will not amount to any great Sum, by reaſon few Men will be diſcharged until the Year be expired, and conſequently the greateſt part of the Taxes collected) than to ſuffer ſo great a Diſcredit, as the Seamens Tickets have been, for ſeveral years paſt.

And as for Counterfeiting the ſaid Tickets, it cannot be ſuppoſed, being made out in this or the like manner:

Britannia. *This Ticket entitles the Bearer hereof to ten Pounds five Shillings and ſix Pence, and Intereſt at Two and a half* per Cent. *till diſcharged in the Courſe of the Navy, being due to* A. B. *of the Pariſh of* Stepney, *Mariner, Aged* 25 *Years, for* 8 *Months and* 26 *days Service, as able Seaman on Board His Majeſties Ship* Britannia, *commencing the firſt day of* February 1698. *and ending the* 8*th day of* October 1699.

No. on the Ships Book (8)

Dated on Board the ſaid Ship Octob. 9. 1699.

To the Treaſurer of His Majeſties Navy. (bl.) 122.)

J. T. *Capt.* E. C. *Maſter.*
A. T. *Purſer.* J. P. *Boatſwain.*

Examined and Regiſtred at the Navy Office, *Nov.* 1. 1699.
R.H. C.S. DL. J.H. *&c.*

Cloathes	0	0	0
Cheſt	0	8	9
Impreſt	0	0	0
Neglects	0	0	0
Stores	0	0	0
Regiſter	0	4	1
Deduct	0	12	10
Neat	10	05	6
Total	10	18	4

A ſhort Bill will do for Trial for the ſeven thouſand Men this preſent Year, *&c.* Some other Advantages were mentioned in the ſaid Propoſal, which for Brevity ſake I ſhall omit.

Now in caſe the Advantages to the Government are ſuch as aforementioned, and many more than are inſerted, I hope the great Council of the Nation will find Means to eſtabliſh the ſame; Indeed one great Objection againſt that Propoſal, was the hazard of having the Tickets counterfeited; but as that would have been very difficult when it was propoſed, it will be much more, if ſuch Regiſter be taken and kept, and it will be next to an Impoſſibility to counterfeit Tickets; for no Perſon will be able to perſonate another, unleſs he has alſo his Regiſter-Certificate, and if he has, it will do him no Service, unleſs he has his Ticket alſo; and if ſuch Accident ſhould happen,

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it may be provided, that no ſuch Ticket ſhould be aſſigned to any Perſon, but in the Preſence of one, or more of the Commiſſion or Warrant-Officers belonging to the ſame Ship, wherein the ſaid Perſon ſer'vd, and muſt therefore know him to be the real Perſon, unleſs it be at the place of the Perſon's Aboad, or where he is very well known, and there to be vouched by ſuch principal Inhabitants as know him. A Penalty might alſo be inflicted on ſuch Perſons as ſhould accept any Ticket, unleſs vouched, as aforeſaid; this will alſo prevent the Captains being impoſed on by their Clerks; ſeveral of whom have made out Tickets for ſome Men's Service that were not diſcharged by Ticket, and kept and diſpoſed of the ſame to their own uſe, perſonating thoſe that ſerved for the Wages; and others have made out two Tickets for one Man's Service, and ſold one of them for their own advantage; and in both theſe Caſes the Officers Hands being required to thoſe Tickets, they muſt either be forged, or the Officers impoſed on. But I ſhall leave this to be improv'd by ſome more Noble and Ingenious Pen, and conclude with ſome brief Hints of the many Advantages that might be added to the moſt Noble and Royal Hoſpital at *Greenwich*, and an Encouragement to *Navigation* in general, and would be a Means to extend the Charity and Relief of the ſame through the whole Kingdom, whereof we have a fair Epitomy (*viz.*) the Antient and Worthy Society or Brother-hood of the *Trinity-Houſe* of *Deptford Strond*, whoſe Charity refreſhes the Bowels of ſome Thouſands of Seamen, and their Diſtreſſed Families.

SECT. II.

Shewing whereby the Revenues of the Hoſpital of Greenwich, *may be advanced, and the Charitable Influences thereof extended through the whole Nation.*

THat which I would offer as advantageous to the Hoſpital in the firſt place, is humbly to recommend to ſerious Conſideration, the due Execution of the Laws againſt Profane Curſing and Swearing in the Royal Navy, and the Officers due Obſervance of their Inſtructions, who are enjoined under Pecuniary Penalties, not to Swear or Curſe profanely; and in caſe thoſe Forfeitures were duly collected and applied to the Benefit of the Hoſpital, it would not only greatly advance the Revenue thereof (for ſome time at leaſt) but would in all probability ſuppreſs that which neither His Majeſty's diſcounte-

nance, the Injunctions by their Inſtructions, the Laws of God, and of this Realm, hath hitherto done, I mean, ſuppreſs the Epidemical abounding of thoſe horrid unprofitable Sins, and the publick Glory many of them take in it.

2. Whereas the preſent Act enjoyns all Perſons uſing the Seas, to pay out of their Wages ſix Pence *per* Month, except Regiſtred Men (who do not pay it in His Majeſty's Service, whatever they do in Merchant-Men) and yet they alone have the Benefits of the Acts and Hoſpital. Now as an Addition to the Hoſpitals Revenues, if the Commanders, and all other Officers in Merchants Ships, whoſe Wages exceeds 40 *s. per Menſem*, ſhould pay in proportion to their Wages, or ſo much as the wiſe Senate ſhall think meet; and if the Commiſſion and Warrant-Officers in His Majeſty's Navy allowed in like Proportion, and the Seamen in general in time of War, paid 12 *d. per* Month to the Hoſpital, and 6 *d.* in time of Peace, or ſuch other Sums as ſhall be thought proper, it would greatly add to the Hoſpitals Revenues, and be a plentiful Spring flowing into the ſame, whereby it would become a univerſal Fountain to refreſh with it's Streams the drooping Spirits of all the miſerable Seamen, and their Families: For which, as well as for uniting the *Cheſt* at *Chatham*, to the ſaid Hoſpital, ſome few Reaſons of many which might be given, I ſhall here humbly offer.

That it is reaſonable for the Captains of the Men of War to contribute to the Hoſpital in ſome Proportion to their Wages, will appear from the Conſiderations following.

1. Such Captains, who through Age, Infirmity, and other Accidents, are unfit for farther Service, are provided for, at the publick Charge, by ſutable Penſions to themſelves during Life; and if they are ſlain, large Bounties to their Wives and Children; and this uſually accounted, allowed, and paid as part of the Eſtimate of the Navy.

2. They being employed in the Nations Service, and their Salleries, Wages, and other Benefits (which are very large) being defrayed at the publick Charge. And this Charitable Hoſpital being for the Publick Good, it is very reaſonable thoſe Gentlemen uſing the Seas, and receiving the aforeſaid Advantages thereby, ſhould contribute to the Charge thereof.

3. 'Tis by the hazard of the Lives, and at the Expence of the Blood of the Perſons intended to be provided for by the Hoſpital, that the Honour of thoſe Gentlemen is gained, and therefore reaſonable they ſhould contribute toward their Relief.

The like will hold for the other Commiſſion and Warrant-Officers.

And the Reaſon why the Commanders, and other Officers of Merchants Ships, ſhould pay in ſome proportion to their Wages, is what holds

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as a constant Maxim in all publick Taxes, *viz.* That every one shall contribute to the publick Charge according to their Abilities; besides they will receive a considerable Advantage by the Act, if perfected, with respect to the knowing where their Apprentices and Servants are from time to time, and thereby securing their Wages, which they formerly generally lost; but it will be more reasonable, and a further Encouragement, as well to the Commanders and Officers, as the common Seamen in Merchants Service (who have now no benefit by the said Acts) not only to pay to the said Hospital what they now do, but more in time of War, as aforesaid; if they also might have the benefit of the Hospital in case of the Loss of Limbs, or other Accidents that shall befal them, in defending the Merchants Ships, which would encourage them so to do, and remove that great obstruction which now prevents it (*viz.*) the fear of such Damage, and the evil Consequence thereof, no provision being made for their Releif; and it seems a great Hardship that Persons should hazard their Lives and Limbs in His Majesty's Service, as well as in Merchant Ships, and pay so much towards the Maintainance of an Hospital, and yet receive no Advantage by it, as is the Case of those Seamen that are not Register'd. But I shall proceed, and briefly mention some few Reasons for, and Advantages that will accrue by the uniting of the *Chest* at *Chatham* to the said Hospital; and so conclude.

1. It appears to be reasonable forasmuch as the said *Chest* was founded at the Seamens own Request, and proper Charge, there being at that time no provision made for them, in Case they should be wounded or mained, but being now provided for by the said Hospital; there is no further Occasion for the said expence (*viz.*) the 6 *d. per* Month, which the Registered Seamen provided for, as aforesaid, as well as those that are not Registered, that serve in the Navy, still pay as well in Peace as War.

2. The Advantage to the Hospital will be very considerable, because the said *Chest* have great Incomes; having purchased, as I am informed, near 2000 Pounds *per Ann.* in free Lands; which after the Death of the present Pensioners, would be a free Income to the Hospital; and with which, and the Seamens Contribution aforesaid, the *Chest* provides for, and satisfies all those that are, or have been hurt, maimed, or lost any Limbs in His Majesty's Service, ever since the said *Chest* was founded: Many other weighty Reasons and considerable Advantages which might be made appear, I shall forbear to mention, with some other Matters intended for the Advantage of *Navigation* in general; but this, with the Improvement of what is before only hinted, for Brevity sake, shall leave for some more Noble Mind, and dexterous Pen, and submit the same to the Consideration of the Wisdom of the Nation.

FINIS.

FINIS.